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KARL MORELL

kmorell@dc.bjllp.com

December 23, 2010

BY HAND DELIVERY

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-001

Re: STB Docket No. AB-6 (Sub-No. 473X), BNSF Railway Company – Abandonment Exemption – In Rolette and Towner Counties, ND

Dear Ms. Brown:

Attached for filing are the original and ten copies of a Notice of Exemption under 49 C.F.R. § 1152.50. Also attached is a check covering the $3,600 filing fee.

Please time and date stamp the extra copy of the Notice and return it with our messenger.

If you have any questions, please call me.

Sincerely,

Karl Morell

Karl Morell

Enclosures

228530

BEFORE THE

SURFACE TRANSPORTATION BOARD

STB DOCKET NO. AB-6 (SUB-NO. 473X)

BNSF RAILWAY COMPANY
-- ABANDONMENT EXEMPTION --
IN ROLETTE AND TOWNER COUNTIES, ND

NOTICE OF EXEMPTION

Kristy D. Clark
General Attorney
BNSF Railway Company
2500 Lou Menk Drive, AOB-3
Fort Worth, Texas 76131

Karl Morell
Of Counsel
Ball Janik LLP
1455 F St., N.W.
Suite 225
Washington, D.C. 20005
(202) 638-3307

Attorneys for:
BNSF RAILWAY COMPANY

Dated: December 23, 2010

BEFORE THE

SURFACE TRANSPORTATION BOARD

STB DOCKET NO. AB-6 (SUB-NO. 473X)

BNSF RAILWAY COMPANY
-- ABANDONMENT EXEMPTION --
IN ROLETTE AND TOWNER COUNTIES, ND

NOTICE OF EXEMPTION

BNSF Railway Company ("BNSF") files this Verified Notice of Exemption pursuant to the class exemption at 49 C.F.R. § 1152.50 to abandon 17.75 miles of rail line located between Bisbee and Rolla, ND, (the "Line").

1. Proposed consummation date.

The proposed consummation date is on or after the effective date of this Notice of Exemption.

2. Certification required by 49 C.F.R. § 1152.50(b).

The required certification is attached hereto as Exhibit A.

3. Information required by 49 C.F.R. § 1152.22(a)(1) through (4), (7), and (8), and (e)(4).

(a) General.

(1) Exact name of applicant.

BNSF Railway Company

(2) Whether applicant is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, Chapter 105.

BNSF is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, Chapter 105.

(3) Relief sought.

BNSF seeks to use the class exemption at 49 C.F.R. § 1152.50 to abandon its 17.75-mile rail line located between Milepost 30.00, north of Bisbee, and Milepost 47.75, at Rolla, in Rolette and Towner Counties, North Dakota. BNSF has not handled any local or overhead traffic on the Line in well over two years.

The Line was embargoed on March 29, 2007, due to soft track conditions and sub-grade issues. Muskrats create ongoing and recurring track maintenance problems for BNSF in this area of the country. The muskrats burrow under BNSF track creating tunnels which fill with water. The tunnels and water create an unstable sub-grade affecting track alignment.

After the Line was embargoed, two bridges on the Line were destroyed by fire. The bridge located at Milepost 40.1 was destroyed when a controlled burn got out of control. The bridge located at Milepost 46.0 was destroyed when a controlled burn handled by the Rolla Fire Department also got out of control.

Since at least 2007, Rolla Cooperative Grain Company ("Rolla Coop") was the only rail customer located on the Line. In 2007, BNSF entered into an agreement with Rolla Coop to transload Rolla Coop's traffic at nearby BNSF stations.

Pursuant to Section 402 of the Department of Transportation and related Agencies Appropriation Act of 1982 (Pub. L. No. 97-102, 95 Stat. 1442, 1465) (the "Andrews Amendment"), Burlington Northern Railroad Company ("BN") and its successors in interest, including BNSF, are prohibited from abandoning in excess of 350 miles of rail line in North Dakota, a mileage total that has been nearly reached. In ICC Docket No. AB-6 (Sub-No. 318X),

Burlington Northern Railroad Company – Abandonment Exemption – In McKenzie County, ND (not printed), served March 12, 1990, *reconsideration denied*, (not printed), served November 9 1990, the Board's predecessor, the Interstate Commerce Commission ("ICC") rejected a notice of exemption filed by BN under 49 C.F.R. § 1152.50, on grounds that the ICC was precluded from processing BN's notice by the Andrews Amendment. After BN filed an appeal of the ICC's decision and challenged the Constitutionality of the Andrews Amendment, Congress amended the Andrews Amendment in the Department of Transportation and Related Agencies Appropriations Act of 1992, Pub. L. No. 102-143 § 343, 105 Stat. 917, 948 (1991), removing from the scope of the Andrews Amendment abandonments that qualify for the out-of-service class exemption under 49 C.F.R. § 1152.50.

While BNSF is pursuing this abandonment under the two year out-of-service class exemption pursuant to the Andrews Amendment, the proposed abandonment is nevertheless economically justified as demonstrated below.

Attached are the Verified Statements of Arthur M. Charrow and Scott T. Long to demonstrate that, were it not for the Andrews Amendment, BNSF could have filed an application or petition for exemption economically justifying the abandonment of the Line. In Appendix A, Mr. Charrow explains that prior to the embargo, the Line could not handle cars weighing in excess of 263,000 pounds forcing the grain movements on the Line to move in partially empty cars. Unless the Line were reopened in a manner that would allow the handling of cars weighing 286,000 pounds, the only customer on the Line would have likely transloaded his grain shipments to nearby facilities to take advantage of the more efficient and economical heavy axle load movements. Mr. Charrow estimates that it would cost $6,500,000 to rehabilitate the Line to

permit movements of 286,000 pound axle loadings on the Line. Based on preliminary data, Mr. Charrow also estimates that the net liquidation value of the Line is $881,766.

In Appendix B, Mr. Long calculates the revenues and avoidable costs associated with the Line. For the Base Year, Mr. Long uses the last 12 months of operations prior to the embargo ending March 2007. Rolla Coop's traffic has been fairly stable in recent years. Therefore, Mr. Long uses the same revenue and cost figures for the Forecast Year (2008) as he uses for the Base Year. While the Line was operated at a profit during the Base Year any Forecast or Subsidy Year operations would require an estimated subsidy payment of $5,945,154. BNSF could not justify such an enormous expense given the relatively low traffic volumes on the Line. In fact, the Base Year operating profit barely covers BNSF annual opportunity costs associated with the cost of rehabilitating the Line.

Mr. Long uses actual costs for all items except for Maintenance-of-Way costs. The Board and its predecessor have long recognized the appropriateness of considering normalized maintenance costs in instances of deferred maintenance. *See Chicago and North Western Transp. Co. – Abandonment,* 366 I.C.C. 373, 377 (1982)("Normalized maintenance is the amount needed for economic and efficient operation over the long term. *** We have, in the past, applied normalized maintenance calculations to actual maintenance figures and found that costs for normalized maintenance when compared to actual maintenance expenditures are indicative of deferred maintenance and are to be given consideration in determining whether or not the public convenience and necessity permit abandonment of a line").

The normalized maintenance costs of $8,000 per mile being utilized by BNSF are conservative and based on the per-mile maintenance costs accepted by the Board and its predecessor in other abandonment proceedings. For example, the Board and its predecessor

found as reasonable per-mile normalized maintenance costs of **$10,943** in STB Docket No. AB-33 (Sub-No. 156), *Union Pacific Railroad Company – Abandonment – In Harris, Fort Bend, Austin, Wharton and Colorado Counties, TX* (not printed), served November 8, 2000; **$9,410** in STB Docket No. AB-33 (Sub-No. 261), *Union Pacific Railroad Company – Abandonment – In New Madrid, Scott, and Stoddard Counties, MO* (not printed), served June 17, 2009; **$6,957** in STB Docket No. AB-564 *Camas Prairie Railnet, Inc. – Abandonment – In Lewis, Nez Perce, and Idaho Counties, ID* (not printed), served September 13, 2000; **$6,029** in STB Docket No. AB-441 (Sub-No. 2X), *SWKR Operating Co. – Abandonment Exemption in Cochise County, AZ* (not printed), served February 14, 1997, slip op. at 5 ("We know from extensive experience that $6,000 per mile/per year is a reasonable figure for maintenance by a Class III railroad.").[1]

(4) Map.

A Map of the Line is attached as Exhibit B.

(7) Name, title, and address of representative of applicant to whom correspondence should be sent.

Karl Morell
Ball Janik LLP
1455 F St., N.W., Suite 225
Washington, DC 20005
(202) 638-3307

(8) List of all United States Postal Service ZIP Codes that the line proposed for abandonment traverses.

The Line traverses ZIP Codes 58317, 58363 and 58367.

(e) Rural and community impact.

(4) Statement of whether the properties proposed to be abandoned are appropriate for use for other public purposes, including roads and highways, other forms of mass transportation, conservation, energy

[1] The Board made that finding in 1997. Since then, rail line maintenance costs have risen significantly.

production or transmission, or recreation. If the applicant is aware of any restriction on the title to the property, including any reversionary interest, which would affect the transfer of title or the use of property for other than rail purposes, this shall be disclosed.

The right-of-way is likely not needed for public purposes other than a possible trail. Portions of the right-of-way are subject to reversionary interests.

4. The level of labor protection.

The interests or railroad employees who may be adversely affected by the proposed discontinuance will be adequately protected by the labor protective conditions in *Oregon Short Line R. Co. – Abandonment – Goshen,* 360 I.C.C. 91 (1979).

5. Certification.

Certificates of compliance with the notice requirements of 49 C.F.R. §§ 1152.50(d)(1) and 1105.11 are attached as Exhibit C.

6. Environmental and Historic Reports.

The Environmental Report containing information required by 49 C.F.R. § 1105.7(e) and the Historic Report containing information required by 49 C.F.R. § 1105.8 are attached as Exhibit D. Based on information in the possession of BNSF, the Line does contain some federally granted rights-of-way. Any documentation in BNSF possession will be made available to those requesting it.

Respectfully submitted,

Kristy D. Clark
General Attorney
BNSF Railway Company
2500 Lou Menk Drive, AOB-3
Fort Worth, Texas 76131

Karl Morell
Of Counsel
Ball Janik LLP
1455 F St., N.W., Suite 225
Washington, D.C. 20005
(202) 638-3307

Attorneys for:
BNSF RAILWAY COMPANY

Dated: December 23, 2010

EXHIBIT A

VERIFICATION AND CERTIFICATION THAT RAIL LINE MEETS CRITERIA OF 49 C.F.R. SECTION 1152.50(b)

STATE OF TEXAS)
) **ss.**
TARRANT COUNTY)

I, Susan Odom, being duly sworn depose and state that I am Manager Network Strategies for BNSF Railway Company ("BNSF"), that I am authorized to make this verification, and that I have read the foregoing Notice of Exemption and know the facts asserted therein are true and accurate as stated to the best of my knowledge, information, and belief.

I hereby certify that BNSF has not handled any local traffic to or from a customer over the rail line located between Milepost 30.00, north of Bisbee, and Milepost 47.75, at Rolla, in Rolette and Towner Counties, North Dakota (the "Line") for at least two (2) years prior to the date hereof. The Line is stub-ended and, therefore, not capable of handling overhead traffic. Further, no formal complaint filed by a user of rail service on the Line (or a State or local government entity acting on behalf of such user) regarding cessation of service over the Line either is pending with the Surface Transportation Board or any U.S. District Court or has been decided in favor of a complainant within the two-year period.

The foregoing certification is made on behalf of BNSF by the undersigned after due and careful investigation of the matters herein certified and based on the best of the knowledge, information, and belief of the undersigned.

Susan Odom
Manager Network Strategies

SUBSCRIBED AND SWORN TO before me this 21ST day of December, 2010.

My Commission Expires:

Notary Public

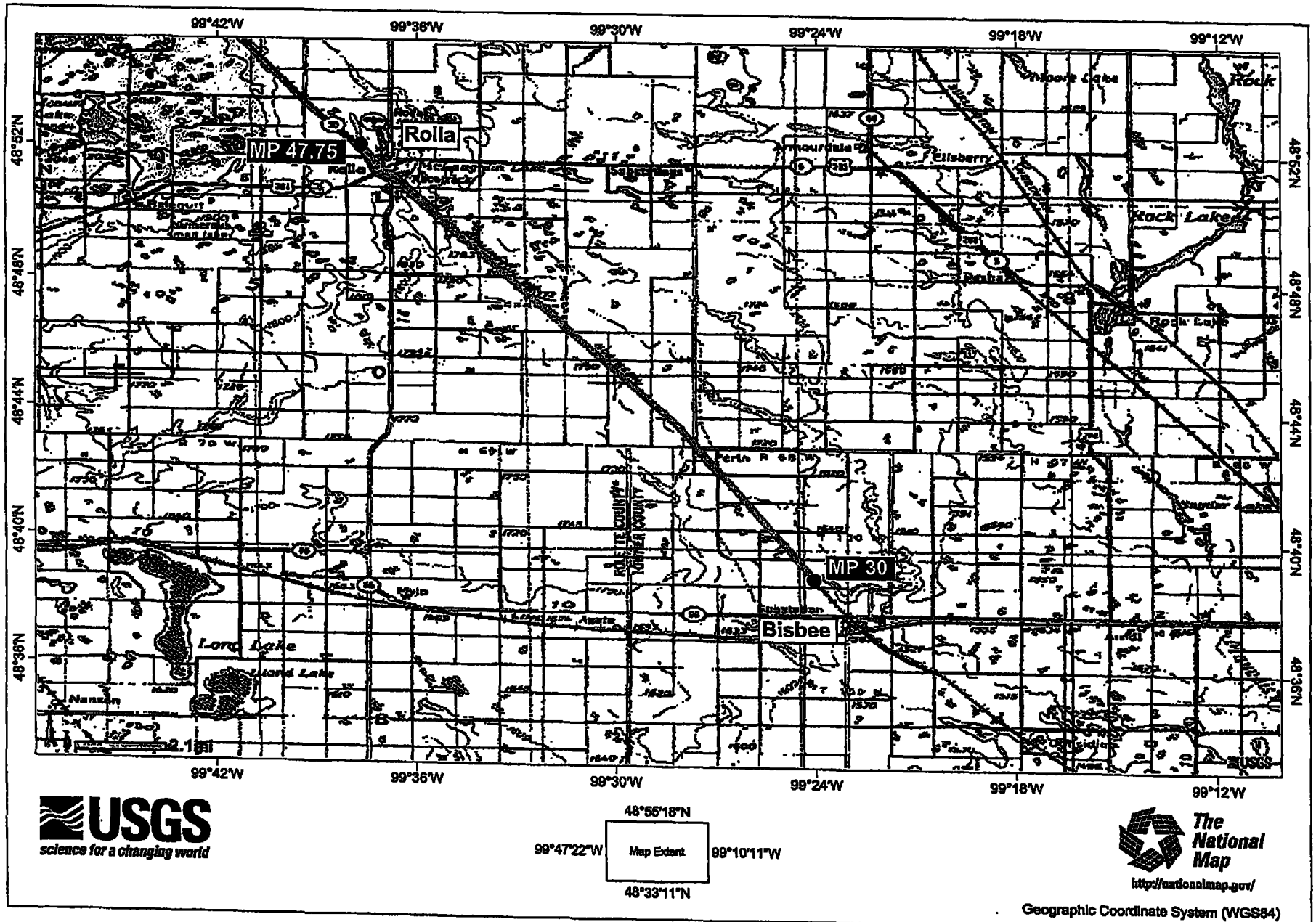

99°42'W
99°36'W
99°30'W
99°24'W
99°18'W
99°12'W
48°52'N
48°48'N
48°44'N
48°40'N
48°36'N
MP 47.75
Rolla
MP 30
Bisbee
Long Lake
Island Lake
Nanson
Rock Lake
Moore Lake
Ellisberry
Mylo
Perth
ROLETTE COUNTY
TOWNER COUNTY
2.1 mi
USGS
science for a changing world
48°56'18"N
99°47'22"W
Map Extent
99°10'11"W
48°33'11"N
The National Map
http://nationalmap.gov/
Geographic Coordinate System (WGS84)

EXHIBIT B

EXHIBIT C

CERTIFICATE OF SERVICE

Pursuant to 49 C.F.R. § 1152.50(d)(1), the undersigned hereby certifies that notice of the proposed abandonment in STB Docket No. AB-6 (Sub-No. 473X) was mailed via first class mail on December 10, 2010 to the following parties:

State Public Service Commission

State Single Point of Contact
Governor's Office
600 East Boulevard Avenue
Department 101
Bismarck, ND 58505-3001

North Dakota Public Service Commission
600 East Boulevard
Department 408
Bismarck, ND 58505-0480

Military Traffic Management Command

MTMCTEA
ATTN: SDTE-SA (Railroads for National Defense)
709 Ward Drive, Building 1990
Scott AFB, IL 62225-5357

National Park Service

U.S. Department of Interior - National Park Service
Recreation Resources Assistance Division
1849 C Street, NW
Washington, DC 20240-0001

National Park Service
RTCA Program
601 Riverfront Drive
Omaha, NE 68102-4226

U.S. Department of Agriculture

U.S. Department of Agriculture
Chief of the Forest Service
4th Floor N.W., Yates Building
201 14th Street, S.W.
Washington, DC 20250

Dated: December 23, 2010

Karl Morell

CERTIFICATE OF PUBLICATION

The undersigned hereby certifies that notice of the proposed abandonment in STB Docket No. AB-6 (Sub-No. 473X) was published on December 20, 2010 in the Turtle Mountain Star, a newspaper of general circulation in Rolette County, North Dakota and on December 11, 2010 in the Towner County Record-Herald, a newspaper of general circulation in Towner County, North Dakota, as required by 49 C.F.R. § 1105.12.

Dated: December 23, 2010

Karl Morell

CERTIFICATION AND
ENVIRONMENTAL REPORT
CERTIFICATE OF SERVICE

The undersigned hereby certifies that, in STB Docket No. AB-6 (Sub-No. 473X), the transmittal letter required by 49 C.F.R. § 1105.11 was mailed to all agencies listed in 49 C.F.R § 1105.7(b), via first class mail on December 3, 2010.

Pursuant to the requirements of 49 C.F.R. § 1105.7, the undersigned hereby further certifies that a copy of the Environmental Report in STB Docket No. AB-6 (Sub-No. 473X) was mailed via first call mail on December 3, 2010, to the following parties:

Ms. Victoria Rutson
Chief, Section of Environmental Analysis
Surface Transportation Board
395 E Street S.W.
Washington, DC 20423-0001

U.S. Department of the Interior
Bureau of Land Management
North Dakota Field Office
99 23rd Avenue West, Suite A
Dickinson, ND 58601

Bisbee City Hall
Planning Commission
302 Main St.
Bisbee, ND 58317

City of Rolla
Planning & Zoning
Box 1200
Rolla, ND 58367

NOAA
National Geodetic Survey
VIA E-Mail: NGS.InfoCenter@noaa.gov

North Dakota State Water Commission
900 East Boulevard Avenue
Bismarck, ND 58505-0850

U.S. Environmental Protection Agency
Region 8
1595 Wynkoop St.
Denver, CO 80202-1129

U.S. Fish and Wildlife Service
Mountain-Prairie Region
134 Union Blvd.
Lakewood, CO 80228

Mr. Ernie Quintana, Regional Director
U.S. Department of the Interior
National Park Service
601 Riverfront Drive
Omaha, NE 68102-4226

North Dakota NRCS State Office
Natural Resources Conservation Service
220 East Rosser Avenue
Federal Building, Room 270
Bismarck, ND 58501

Rolette County
Planning Commission
102 NE 2nd Street
Rolla, ND 58367

State Historical Society of North Dakota
612 East Boulevard Ave.
Bismarck, ND 58505

Towner County
Planning Commission
P.O. Box 517
Cando, ND 58324

U.S. Army Corps of Engineers
St. Paul District
180 5th St. East
Suite 700
St. Paul, MN 55101-1678

North Dakota Department
of Transportation
ATTN: Rail Planner
608 East Boulevard Avenue
Bismarck, ND 58505-0700

North Dakota Public
Service Commission
600 E. Boulevard, Dept. 408
Bismarck, ND 58505-0480

Dated: December 23, 2010

Karl Morell

HISTORIC REPORT
CERTIFICATE OF SERVICE

Pursuant to the requirements of 49 C.F.R. § 1105.8(c), the undersigned hereby certifies that a copy of the Historic Report in STB Docket No. AB-6 (Sub-No. 473X) was mailed via first class mail on December 3, 2010, to the following party:

State Historical Society of North Dakota
612 East Boulevard Ave.
Bismarck, ND 58505

Date: December 23, 2010

Karl Morell

EXHIBIT D

BEFORE THE

SURFACE TRANSPORTATION BOARD

BNSF RAILWAY COMPANY	)	
ABANDONMENT EXEMPTION	)	**DOCKET NO. AB-6**
IN ROLETTE AND TOWNER COUNTIES,	)	**(SUB-NO. 473X)**
NORTH DAKOTA		

ENVIRONMENTAL REPORT

BNSF RAILWAY COMPANY
2650 Lou Menk Drive
P.O. Box 96157
Fort Worth, TX 76161-0057

Kristy D. Clark
General Attorney
BNSF Railway Company
2500 Lou Menk Drive, AOB-3
Fort Worth, Texas 76131-2828

Service Date: December 3, 2010

ENVIRONMENTAL REPORT

(49 C.F.R. § 1105.7)

(1) Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

BNSF Railway Company ("BNSF") proposes to abandon the 17.75-mile rail line located between Milepost 30.00, at Bisbee, and Milepost 47.75, at Rolla, in Rolette and Towner counties, North Dakota (the "Line"). A map of the project area is attached as **Exhibit A.**

BNSF's salvage process as it relates to this project is as follows:

The proposed abandonment will include the removal of the rails, ties, the remnants of two fire damaged bridges and the one remaining bridge. The railroad right-of-way, ballast and culverts will remain in place.

The salvage process begins with the unbolting of the track materials or rails. With the use of specialized machinery placed on the railroad right-of-way, the rails and related steel (angle bars, tie plates, spikes, switches and any other metal parts) are removed. Next the wooden ties are raised from the ballast with a tool designed for minimum disruption of ground material. The ties are separated into three groups as follows: (1) good quality ties that will be re-used in rail service, (2) landscape-quality ties that will be sold to lumber dealers for landscaping and (3) scrap ties. Scrap ties are loaded into railcars and shipped by BNSF to an EPA-approved disposal site.

The culverts, ballast and right-of-way will remain intact so as not to alter the prevailing waterflows along the line. In addition, BNSF salvage contractors are required to limit their activities to the width of the right-of-way and not to place fills or other material in water bodies, including inland waterways. When the salvage process is complete, waterflows in the area should not be disrupted.

Finally, road crossings are removed and remediated, then repaved with gravel, asphalt or concrete, as required by governing authority. Any signals are also dismantled and removed.

BNSF salvage work for abandonments is always performed by experienced rail material salvagers and is generally bid on the open market. Each salvage contract includes detailed information on any environmental or historical conditions imposed by the Office of Environmental Analysis of the Surface Transportation Board ("OEA") in their final decision. Completed work is independently inspected by a BNSF roadmaster (or equal representative) to ensure compliance with BNSF standards of quality and all contractual obligations, including OEA-imposed conditions, if applicable.

The Line has had no local traffic since March 2007. The Line is stub-ended and, therefore, not capable of handling overhead traffic. Because of the lack of traffic on the Line, only very limited maintenance has been performed on the Line for some time. Therefore, the proposed abandonment will have no impact on rail freight operations and maintenance practices on the Line.

The only alternative to abandonment would be to not abandon the Line and forego the opportunity costs from salvaging the Line.

(2) ***Transportation System*** ***Describe the effect of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.***

There will be no passenger or freight traffic diverted to other transportation systems as a result of the proposed abandonment. There has been no local or overhead traffic on this line since March, 2007 and the line has been embargoed since that time.

(3) ***Land Use***

(i) ***Based on consultation with local and/or regional planning agencies and/or review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.***

The proposed action is consistent with existing land use plans. BNSF contacted the Bisbee City Hall, Planning Commission, the City of Rolla, Planning & Zoning, the Rolette County, Planning Commission, and the Towner County, Planning Commission.

Kent M. Haugen, Towner County Auditor/Treasurer, replied in an e-mail dated November 19, 2010, stating that he received the information regarding the abandonment and that it would be added to the commission agenda at the next meeting on Tuesday, December 7, 2010. He said he would contact BNSF after the meeting to let BNSF know of any inconsistencies. A copy of the e-mail is attached as **Exhibit B.** The other agencies have not commented as of the date of this report. Copies of the letters to the other agencies are attached as **Exhibit C.**

(ii) ***Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agriculture land.***

BNSF does not believe that the proposed abandonment will have an adverse effect

on prime agriculture land. BNSF sent a letter to the North Dakota NRCS State Office, Natural Resources Conservation Service, dated November 15, 2010, and as of the date of this report we have not received a reply. A copy of the letter is attached as **Exhibit D.**

(iii) If any action affects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9.

Not applicable.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

The proposed abandonment may be suitable for alternative public use. BNSF contacted the Bisbee City Hall, Planning Commission, the City of Rolla, Planning & Zoning, the Rolette County, Planning Commission, and the Towner County, Planning Commission and as of the date of this report has not received a reply regarding alternative public use of the rail line. Copies of the respective letters are attached as **Exhibit C.**

(4) Energy

(i) Describe the effect of the proposed action on transportation of energy resources.

The proposed abandonment will have no effect on the transportation of energy resources.

(ii) Describe the effect of the proposed action on recyclable commodities.

The proposed abandonment will not adversely affect the movement or recovery of recyclable commodities.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

The proposed action will not result in an increase or decrease in overall energy efficiency as there has been no traffic on the line for more than two years.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in the energy consumption and show the data and methodology used to arrive at the figure given.

The proposed abandonment will not result in a diversion of rail to motor carriage.

(5) ***Air***

(i) If the proposed action will result in either:

(A) an increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of the line affected by the proposal, or

(B) an increase in rail yard activity of at least 100 percent (measured by carload activity), or

(C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.

The proposed action will not result in meeting or exceeding the specified thresholds for increased rail or truck traffic as outlined in (i) (A), (B) or (C) above.

(ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on

any segment of rail line,

(B) an increase in rail yard activity of at least 20 percent (measured by carload activity), or

(C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by State Implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505) or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

The proposed action will not result in meeting or exceeding the specified thresholds in (ii) (A), (B) or (C) above.

(iii) If the transportation of ozone depleting materials (such as nitrogen oxide and Freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

The proposed abandonment will not affect the transportation of ozone depleting materials.

(6) Noise If any of the thresholds identified in item (5) (i) of this section are surpassed, state whether the proposed action will cause:

(i) an incremental increase in noise levels of three decibels Ldn or more; or

(ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g. schools, libraries, hospitals, residences, retirement communities and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

Not applicable.

(7) Safety

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad crossings).

This abandonment should have no adverse effect on health or public safety. There are six (6) private at-grade crossings and twenty (20) public at-grade crossings on the Line.

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills, and the likelihood of and accidental release of hazardous materials.

The abandonment will not result in the transportation of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous material spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

There are no known hazardous waste sites or sites where there have been known hazardous material spills on the right-of-way.

(8) ***Biological Resources***

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

BNSF does not believe that the proposed abandonment will have an adverse effect on endangered or threatened species or areas designated as a critical habitat. By letter dated November 15, 2010, BNSF contacted the U.S. Fish and Wildlife

Service, Mountain-Prairie Region, in reference to this proposed abandonment. As of the date of this Environmental Report, the agency has not responded to our inquiry. A copy of the letter is attached as **Exhibit E.**

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

BNSF does not believe that any wildlife sanctuaries or refuges, National or State parks or forests will be adversely affected by the proposed abandonment. By letters dated November 15, 2010, BNSF contacted the U.S. Department of the Interior, Bureau of Land Management (North Dakota Field Office), and the U.S. Department of the Interior, National Park Service in reference to the proposed abandonment. As of the date of this Environmental Report, neither agency has responded to our inquiries. Copies of the letters are attached as **Exhibit F.**

(9) ***Water***

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

By letter dated November 15, 2010, BNSF contacted the U.S. Environmental Protection Agency, Region 8, and as of the date of this report has not responded to our inquiry. A copy of the letter is attached as **Exhibit G.** By letter dated November 24, 2010, Larry Knudtson, Research Analyst for the North Dakota State Water Commission, provided the following comments: 1) The property is not located in an identified floodplain and it is believed the project will not affect an identified floodplain; 2) It is the responsibility of the project sponsor to ensure that local, state and federal agencies are contacted for any required approvals,

permits, and easements; 3) All waste material associated with the project must be disposed of properly and not placed in identified floodway areas; and 4) No sole-source aquifers have been designated in ND. The letter is attached as **Exhibit H.**

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

BNSF is confident that no designated wetlands or 100-year flood plains will be adversely affected by the proposed abandonment. By letter dated November 15, 2010, BNSF contacted the St. Paul District of the U.S. Army Corps of Engineers in reference to the proposed abandonment. As of the date of this Environmental Report, the Corps has not responded to our inquiry. A copy of the letter is attached as **Exhibit I.**

(iii) State whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required).

By letter dated November 15, 2010, BNSF contacted the U.S. Environmental Protection Agency, Region 8 regarding this proposed abandonment and as of the date of this report has not responded to our inquiry. A copy of the letter is attached as **Exhibit G.** By letter dated November 24, 2010, Larry Knudtson, Research Analyst for the North Dakota State Water Commission, provided the following comments: 1) The property is not located in an identified floodplain and it is believed the project will not affect an identified floodplain; 2) It is the responsibility of the project sponsor to ensure that local, state and federal agencies

are contacted for any required approvals, permits, and easements; 3) All waste material associated with the project must be disposed of properly and not placed in identified floodway areas; and 4) No sole-source aquifers have been designated in ND. The letter is attached as **Exhibit H.**

(10) ***Proposed Mitigation.*** ***Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.***

BNSF does not expect any adverse environmental impact from the proposed abandonment and, therefore, sees no need for any mitigating actions. BNSF will, of course, consult (as required) with any recipients of this Environmental Report regarding appropriate mitigation actions and will comply with those mitigation actions required by the Board.

BEFORE THE
SURFACE TRANSPORTATION BOARD

BNSF RAILWAY COMPANY	)	
ABANDONMENT EXEMPTION	)	**DOCKET NO. AB-6**
IN ROLETTE AND TOWNER COUNTIES,	)	**(SUB-NO. 473X)**
NORTH DAKOTA		

HISTORIC REPORT

BNSF RAILWAY COMPANY
2650 Lou Menk Drive
P.O. Box 96157
Fort Worth, TX 76161-0057

Kristy D. Clark
General Attorney
BNSF Railway Company
2500 Lou Menk Drive, AOB-3
Fort Worth, Texas 76131

Service Date: December 3, 2010

HISTORIC REPORT

(49 C.F.R. § 1105.8)

(1) Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

BNSF Railway Company ("BNSF") proposes to abandon the 17.75-mile rail line located between Milepost 30.00, at Bisbee, and Milepost 47.75, at Rolla, in Rolette and Towner counties, North Dakota (the "Line").

BNSF's salvage process as it relates to this project is as follows:

The proposed abandonment will include the removal of the rails, ties, the remnants of two fire damaged bridges and the one remaining bridge. The railroad right-of-way, ballast and culverts will remain in place.

The salvage process begins with the unbolting of the track materials or rails. With the use of specialized machinery placed on the railroad right-of-way, the rails and related steel (angle bars, tie plates, spikes, switches and any other metal parts) are removed. Next the wooden ties are raised from the ballast with a tool designed for minimum disruption of ground material. The ties are separated into three groups as follows: (1) good quality ties that will be re-used in rail service, (2) landscape-quality ties that will be sold to lumber dealers for landscaping and (3) scrap ties. Scrap ties are loaded into railcars and shipped by BNSF to an EPA-approved disposal site.

The culverts, ballast and right-of-way will remain intact so as not to alter the prevailing waterflows along the line. In addition, BNSF salvage contractors are required to limit their activities to the width of the right-of-way and not to place fills or other material in water bodies, including inland waterways. When the salvage process is complete, waterflows in the area should not be disrupted.

Finally, road crossings are removed and remediated, then repaved with gravel, asphalt or concrete, as required by governing authority. Any signals are also dismantled and removed.

BNSF salvage work for abandonments is always performed by experienced rail material salvagers and is generally bid on the open market. Each salvage contract includes detailed information on any environmental or historical conditions imposed by the Office of Environmental Analysis of the Surface Transportation Board ("OEA") in their final decision. Completed work is independently inspected by a BNSF roadmaster (or equal representative) to ensure compliance with BNSF standards of quality and all contractual obligations, including OEA-imposed conditions, if applicable.

The Line has had no local traffic since March 2007. The Line is stub-ended and, therefore, not capable of handling overhead traffic. Because of the lack of traffic on the Line, only very limited maintenance has been performed on the Line for some time. Therefore, the proposed abandonment will have no impact on rail freight operations and maintenance practices on the Line.

The only alternative to abandonment would be to not abandon the Line and forego the opportunity costs from salvaging the Line.

HISTORIC REPORT

1. ***A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action.***

   The required topographic map is attached to this Report as **Exhibit A**.

2. ***A written description of the right-of-way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area***

   The subject Line extends approximately 17.75 miles between Milepost 30.00, at Bisbee, and Milepost 47.75, at Rolla, in Rolette and Towner counties, North Dakota. The average width of the right-of-way is generally 100 feet, 50 feet on each side of the centerline of the Line. The width increases on some segments to 200 feet, 100 feet on each side of the centerline and then changes back to 100 feet wide. Station grounds are 300 feet wide, 100 feet on one side and 200 feet on the other. There are federally granted rights of way involved.

3. ***Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area.***

   There are three bridges on the Line, two of which have severe fire damage. The two bridges were destroyed on separate occasions by controlled burns of non-BNSF personnel. The two destroyed bridges are less than 50 years old. The one remaining bridge is 50 years old or older. See **Exhibit J**, attached photographs.

4. ***The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known.***

There are three bridges on the Line, two of which have severe fire damage caused by controlled burns of non-BNSF personnel. The one remaining bridge is 50 years or older. The location and description of that bridge is as follows: Mile Post 35.8 – 69 foot open deck timber trestle, built in 1947. See **Exhibit J**, attached photographs.

5. ***A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action.***

On May 23, 1879, The Saint Paul, Minneapolis and Manitoba Railway Company ("SPMM") was incorporated by Special Act of Minnesota Legislature. On November 1, 1907, SPMM sold the Line to the Great Northern Railway Company ("GN"). In 1970, GN merged with Northern Pacific Railway Company, Pacific Coast Railroad Company and Chicago, Burlington & Quincy Railroad Company to become Burlington Northern Inc. The latter changed its name to Burlington Northern Railroad Company ("BNRR") in 1981. BNRR merged with The Atchison, Topeka and Santa Fe Railway Company in 1996 to become The Burlington Northern and Santa Fe Railway Company, which name was changed to BNSF Railway Company in 2005.

6. ***A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic.***

Documents in BNSF's possession concerning this abandonment may include alignment maps showing the right-of-way and/or station maps. These documents are too large for practical reproduction in this report, but can be furnished upon request, if they are available.

7. ***An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities).***

BNSF contacted the State Historical Society of North Dakota ("SHPO") in reference to the proposed abandonment. By letter dated November 23, 2010, Merlan E. Paaverud, Jr., State Historic Preservation Officer (North Dakota) stated, "We do not know of any structures eligible for listing in the National Register of Historic Places along this segment." The letter is attached as **Exhibit K**.

8. ***A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.***

The Line was disturbed during original construction by cuts and fill and any archaeological resources that may have been located in the proposed project area would have been affected at that time. Our records do not indicate any environmental conditions that might affect the archaeological recovery of resources.

9. ***Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specific non railroad owned properties or groups of properties immediately adjacent to the railroad right-of-way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of the site (i.e. prehistoric or native American).***

If any additional information is requested, BNSF will promptly supply the necessary information.

CERTIFICATE OF SERVICE
ENVIRONMENTAL AND HISTORIC REPORTS

The undersigned hereby certifies that a copy of the foregoing Environmental and/or Historic Reports in STB Docket No. AB-6 (Sub-No. 473X) for the Bisbee to Rolla rail line in Rolette and Towner Counties, North Dakota was served by first class mail on the 3rd day of December, 2010 on the following:

Ms. Victoria Rutson
Chief, Section of Environmental Analysis
Surface Transportation Board
395 E Street S.W.
Washington, DC 20423-0001

U.S. Department of the Interior
Bureau of Land Management
North Dakota Field Office
99 23rd Avenue West, Suite A
Dickinson, ND 58601

Bisbee City Hall
Planning Commission
302 Main St.
Bisbee, ND 58317

City of Rolla
Planning & Zoning
Box 1200
Rolla, ND 58367

NOAA
National Geodetic Survey
VIA E-Mail: NGS.InfoCenter@noaa.gov

North Dakota State Water Commission
900 East Boulevard Avenue
Bismarck, ND 58505-0850

U.S. Environmental Protection Agency
Region 8
1595 Wynkoop St.
Denver, CO 80202-1129

U.S. Fish and Wildlife Service
Mountain-Prairie Region
134 Union Blvd.
Lakewood, CO 80228

Mr. Ernie Quintana, Regional Director
U.S. Department of the Interior
National Park Service
601 Riverfront Drive
Omaha, NE 68102-4226

North Dakota NRCS State Office
Natural Resources Conservation Service
220 East Rosser Avenue
Federal Building, Room 270
Bismarck, ND 58501

Rolette County
Planning Commission
102 NE 2nd Street
Rolla, ND 58367

State Historical Society of North Dakota
612 East Boulevard Ave.
Bismarck, ND 58505

Towner County
Planning Commission
P.O. Box 517
Cando, ND 58324

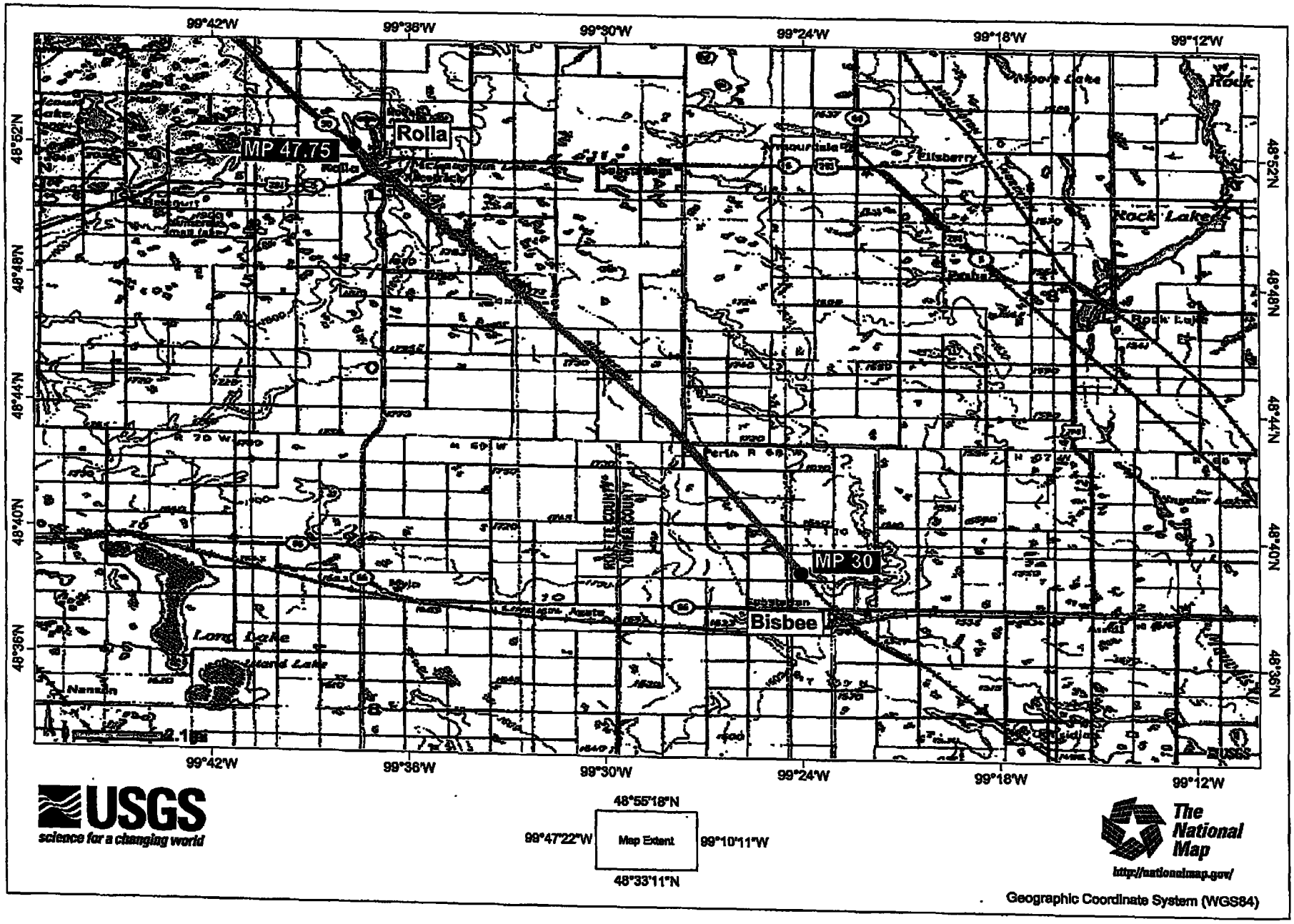
U.S. Army Corps of Engineers
St. Paul District
180 5th St. East
Suite 700
St. Paul, MN 55101-1678

North Dakota Department
of Transportation
ATTN: Rail Planner
608 East Boulevard Avenue
Bismarck, ND 58505-0700

North Dakota Public
Service Commission
600 E. Boulevard, Dept. 408
Bismarck, ND 58505-0480

Dated this 3rd day of December, 2010

Kristy D. Clark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48°40'N
48°36'N
MP 47.75
Rolla
MP 30
Bisbee
Long Lake
Island Lake
Nanson
Rock Lake
Elsberry
Perth
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TOWNER COUNTY
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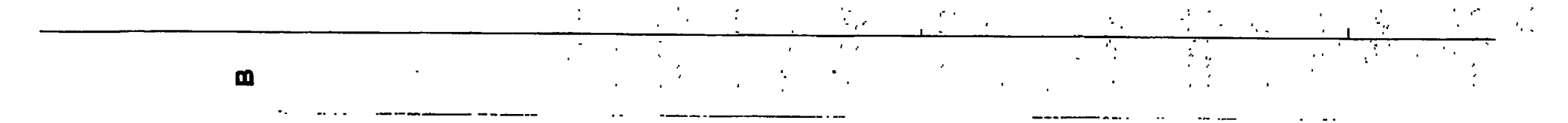
The National Map
http://nationalmap.gov/
Geographic Coordinate System (WGS84)



Sims, John A

From: Kent Haugen [kmhaugen@nd.gov]
Sent: Friday, November 19, 2010 4:46 PM
To: Sims, John A
Subject: Rail Line Abandonment

**Re: STB Docket No. AB-6 (Sub-No. 473X) BNSF Railway Company-
Abandonment Exemption – In Rolette and Towner Counties, North Dakota**

Received the information concerning the rail line abandonment of 17.75 miles in Rolette and Towner Counties, North Dakota, beginning at Mile Post 30.00 north of Bisbee and ending at the end of the line at Mile Post 47.75, in Rolla.

This will be added to the commission agenda at the next meeting on Tuesday, December 7, 2010. I will contact you after that meeting to let you know of any inconsistencies. Thank you.

Kent M Haugen
Towner County Auditor/Treasurer
701-968-4340
kmhaugen@nd.gov

John A. Sims, CP
Paralegal
Law Department

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131-2828
tel 817-352-2376
fax 817-352-2397
Email - john.sims@bnsf.com

November 15, 2010

Bisbee City Hall
Planning Commission
302 Main St.
Bisbee, ND 58317

Re: STB Docket No. AB-6 (Sub-No. 473X) BNSF Railway Company – Abandonment Exemption – In Rolette and Towner Counties, North Dakota

BNSF Railway Company ("BNSF") anticipates filing in mid-December a Notice of Exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 17.75 miles of rail line in Rolette and Towner counties, North Dakota, beginning at Mile Post 30.00 north of Bisbee and ending at the end of the line at Mile Post 47.75, in Rolla.

As part of the environmental report, BNSF is required to contact you to determine if the proposed abandonment is consistent with existing land use plans. If applicable, please describe any inconsistencies.

Your assessment and comments are respectfully requested. For your reference a map of the subject railroad line is attached. Please provide your response to me at the address above, if at all possible, by December 1, 2010. You may contact me by email or phone with any questions or concerns. Thank you in advance for your time and contribution.

Sincerely,

John A. Sims, CP
Paralegal

Enclosure as stated

cc via email: Kristy Clark – BNSF – kristy.clark@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@ballip.com
Susan Odom – BNSF susan.odom@bnsf.com
Dennis Eytcheson – BNSF – dennis.eytcheson@bnsf.com

John A. Sims, CP
Paralegal
Law Department

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131-2828
tel 817-352-2378
fax 817-352-2397
Email - john.sims@bnsf.com

November 15, 2010

City of Rolla
Planning & Zoning
Box 1200
Rolla, ND 58367

Re: STB Docket No. AB-6 (Sub-No. 473X) BNSF Railway Company – Abandonment Exemption – In Rolette and Towner Counties, North Dakota

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Sincerely,

John A. Sims, CP
Paralegal

Enclosure as stated

cc via email: Kristy Clark – BNSF – kristy.clark@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@balljanik.com
Susan Odom – BNSF susan.odom@bnsf.com
Dennis Eytcheson – BNSF – dennis.eytcheson@bnsf.com

John A. Sims, CP
Paralegal
Law Department

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131-2828
tel 817-352-2376
fax 817-352-2397
Email - john.sims@bnsf.com

November 15, 2010

Rolette County
Planning Commission
102 NE 2nd Street
Rolla, ND 58367

Re: STB Docket No. AB-6 (Sub-No. 473X) BNSF Railway Company – Abandonment Exemption – In Rolette and Towner Counties, North Dakota

BNSF Railway Company ("BNSF") anticipates filing in mid-December a Notice of Exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 17.75 miles of rail line in Rolette and Towner counties, North Dakota, beginning at Mile Post 30.00 north of Bisbee and ending at the end of the line at Mile Post 47.75, in Rolla.

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Sincerely,

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John A. Sims, CP
Paralegal
Law Department

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131-2828
tel 817-352-2378
fax 817-352-2397
Email john.sims@bnsf.com

November 15, 2010

North Dakota NRCS State Office
Natural Resources Conservation Service
220 East Rosser Avenue
Federal Building, Room 270
Bismarck, ND 58501

Re: STB Docket No. AB-6 (Sub-No. 473X) BNSF Railway Company – Abandonment Exemption – In Rolette and Towner Counties, North Dakota

BNSF Railway Company ("BNSF") anticipates filing in mid-December a Notice of Exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 17.75 miles of rail line in Rolette and Towner counties, North Dakota, beginning at Mile Post 30.00 north of Bisbee and ending at the end of the line at Mile Post 47.75, in Rolla.

As part of the requisite environmental report, BNSF needs to know whether or not the proposed abandonment will have any effect on prime agricultural lands. Your assessment and comments are respectfully requested.

For your reference a map of the subject railroad line is attached. Following is information on BNSF's salvage process as it relates to this project that should also be of use:

> The referenced proposed abandonment will include the removal of the rails, ties and bridges, however, railroad right of way, ballast and culverts will remain in place.
>
> The salvage process begins with the unbolting of the track materials or rails. With the use of specialized machinery placed on the railroad right of way, the rails and related steel (angle bars, tie plates, spikes, switches and any other metal parts) are removed. Next the wooden ties are raised from among the ballast with a tool designed for minimum disruption of ground material. The ties are separated into three groups as follows: (1) good quality ties that will be re-used in rail service, (2) landscape-quality ties that will be re-sold to lumber dealers for landscaping and (3) scrap ties. Scrap ties are loaded into railcars and shipped by BNSF to an EPA-approved disposal site.
>
> The culverts, ballast and right of way will remain intact so as not to alter the prevailing waterflows along the line. In addition, BNSF salvage contractors are required to limit their activities to the width of the right of way and not to place fills or other material in water bodies, including inland waterways. When the salvage process is complete, waterflows in the area should not be disrupted.

Finally, road crossings are removed and remediated, then repaved with gravel, asphalt or concrete, as required by governing authority. Any signals are also dismantled and removed.

BNSF salvage work for abandonments is always performed by experienced rail material salvagers and is generally bid on the open market. Each salvage contract includes detailed information on any environmental or historical conditions imposed by the Office of Environmental Analysis of the Surface Transportation Board in their final decision. Completed work is independently inspected by a BNSF roadmaster (or equal representative) to ensure compliance with BNSF standards of quality and all contractual obligations, including OEA-imposed conditions, if applicable.

Please provide your assessment and comments to me at the address above, if at all possible, by December 1, 2010. You may contact me by email or phone with any questions or concerns.

Thank you in advance for your time and contribution.

Sincerely,

John a. Sims, CP
Paralegal

Enclosure as stated

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Dennis Eytcheson – BNSF – dennis.eytcheson@bnsf.com

John A. Sims, CP
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Law Department

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2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131-2828
tel 817-352-2376
fax 817-352-2397
Email - john.sims@bnsf.com

November 15, 2010

U.S. Fish and Wildlife Service
Mountain-Prairie Region
134 Union Blvd.
Lakewood, CO 80228

Re: STB Docket No. AB-6 (Sub-No. 473X) BNSF Railway Company – Abandonment Exemption – In Rolette and Towner Counties, North Dakota

BNSF Railway Company ("BNSF") anticipates filing in mid-December a Notice of Exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 17.75 miles of rail line in Rolette and Towner counties, North Dakota, beginning at Mile Post 30.00 north of Bisbee and ending at the end of the line at Mile Post 47.75, in Rolla.

As part of the requisite environmental report, BNSF needs to know: 1) whether or not there are any endangered or threatened species, wildlife sanctuaries or refuges, or areas designated as critical habitat adjacent to or near the line, and 2) if so, what effects the proposed action may have on same.

For your reference I have attached a map of the subject railroad line. Following is information on BNSF's salvage process as it relates to this project that should also be of use:

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>
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>
> The bridges, culverts and right of way will remain intact so as not to alter the prevailing waterflows along the line. In addition, BNSF salvage contractors are required to limit their activities to the width of the right of way and not to place fills or other material in water bodies, including inland waterways. When the salvage process is complete, waterflows in the area should not be disrupted.

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Thank you in advance for your time and contribution.

Sincerely,

John A. Sims, CP
Paralegal

Enclosure as stated

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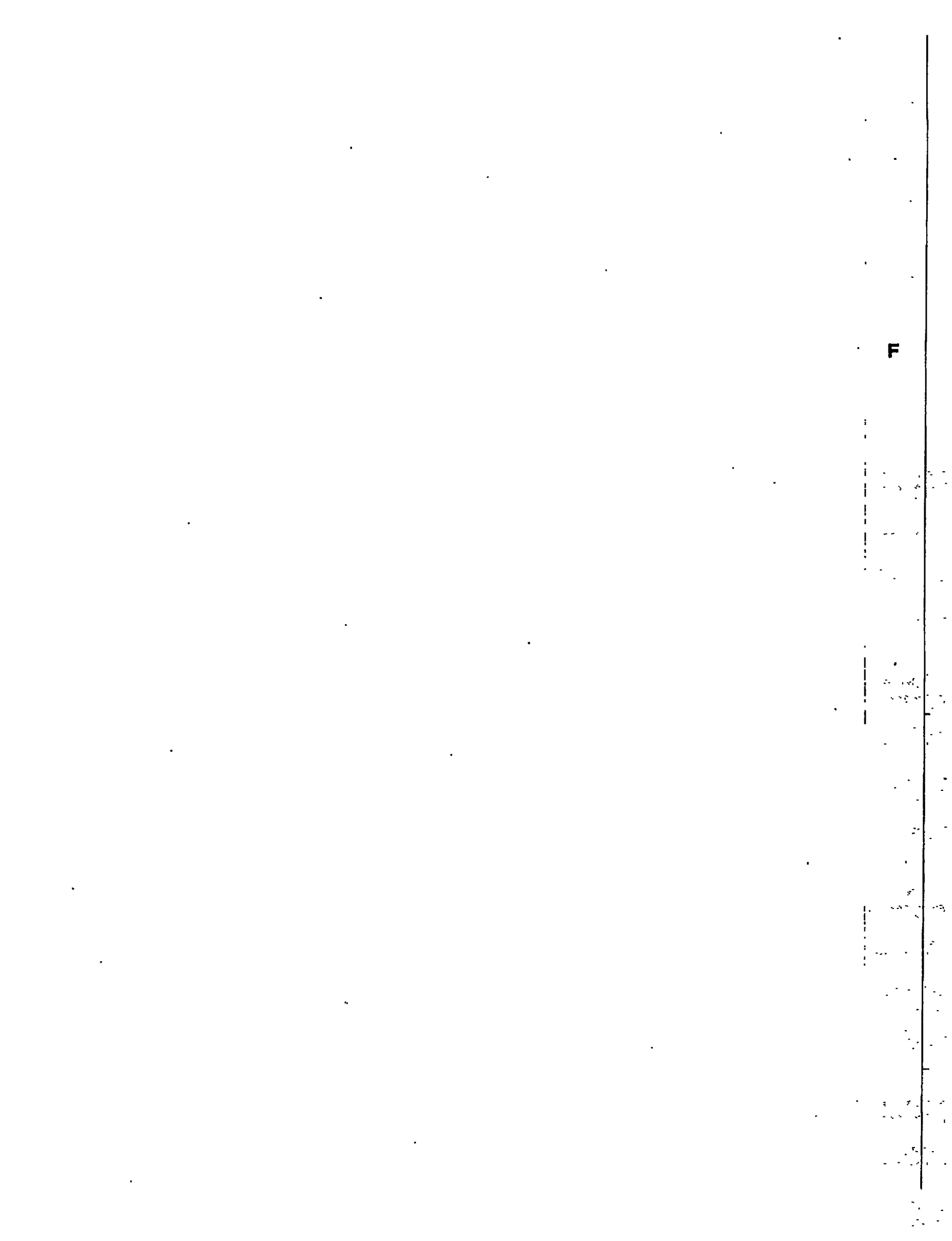
Susan Odom – BNSF susan.odom@bnsf.com
Dennis Eytcheson – BNSF – dennis.eytcheson@bnsf.com


F

John A. Sims, CP
Paralegal
Law Department

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131-2828
tel 817-352-2376
fax 817-352-2397
Email – john.sims@bnsf.com

November 15, 2010

U.S. Department of the Interior
Bureau of Land Management
North Dakota Field Office
99 23rd Avenue West, Suite A
Dickinson, ND 58601

Re: STB Docket No. AB-6 (Sub-No. 473X) BNSF Railway Company – Abandonment Exemption – In Rolette and Towner Counties, ND

BNSF Railway Company ("BNSF") anticipates filing in mid-December a Notice of Exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 17.75 miles of rail line in Rolette and Towner counties, North Dakota, beginning at Mile Post 30.00 north of Bisbee and ending at the end of the line at Mile Post 47.75, in Rolla.

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> The referenced proposed abandonment will include the removal of the rails, ties and bridges however, railroad right of way, ballast and culverts will remain in place.
>
> The salvage process begins with the unbolting of the track materials or rails. With the use of specialized machinery placed on the railroad right of way, the rails and related steel (angle bars, tie plates, spikes, switches and any other metal parts) are removed. Next the wooden ties are raised from among the ballast with a tool designed for minimum disruption of ground material. The ties are separated into three groups as follows: (1) good quality ties that will be re-used in rail service, (2) landscape-quality ties that will be re-sold to lumber dealers for landscaping and (3) scrap ties. Scrap ties are loaded into railcars and shipped by BNSF to an EPA-approved disposal site.
>
> The culverts, ballast and right of way will remain intact so as not to alter the prevailing waterflows along the line. In addition, BNSF salvage contractors are required to limit their activities to the width of the right of way and not to place

fills or other material in water bodies, including inland waterways. When the salvage process is complete, waterflows in the area should not be disrupted. Finally, road crossings are removed and remediated, then repaved with gravel, asphalt or concrete, as required by governing authority. Any signals are also dismantled and removed.

BNSF salvage work for abandonments is always performed by experienced rail material salvagers and is generally bid on the open market. Each salvage contract includes detailed information on any environmental or historical conditions imposed by the Office of Environmental Analysis of the Surface Transportation Board in their final decision. Completed work is independently inspected by a BNSF roadmaster (or equal representative) to ensure compliance with BNSF standards of quality and all contractual obligations, including OEA-imposed conditions, if applicable.

Please provide your assessment and comments to me at the address above, if at all possible, by December 1, 2010. You may contact me by email or phone with any questions or concerns.

Thank you in advance for your time and contribution.

Sincerely,

John A. Sims, CP
Paralegal

Enclosure as stated

cc via email: Kristy Clark – BNSF – kristy.clark@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@ballp.com
Susan Odom – BNSF susan.odom@bnsf.com
Dennis Eytcheson – BNSF – dennis.eytcheson@bnsf.com

John A. Sims, CP
Paralegal
Law Department

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131-2828
tel 817-352-2376
fax 817-352-2397
Email - john.sims@bnsf.com

November 15, 2010

Mr. Ernie Quintana, Regional Director
U.S. Department of the Interior
National Park Service
601 Riverfront Drive
Omaha, NE 68102-4226

Re: STB Docket No. AB-6 (Sub-No. 473X) BNSF Railway Company – Abandonment Exemption – In Rolette and Towner Counties, North Dakota

BNSF Railway Company ("BNSF") anticipates filing in mid-December a Notice of Exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 17.75 miles of rail line in Rolette and Towner counties, North Dakota, beginning at Mile Post 30.00 north of Bisbee and ending at the end of the line at Mile Post 47.75, in Rolla.

As part of the requisite environmental report, BNSF needs to know: 1) whether or not there are any wildlife sanctuaries or National or State parks or forests adjacent to or near the line, and 2) if so, what effects the proposed action may have on same.

For your reference I have attached a map of the subject railroad line. Following is information on BNSF's salvage process as it relates to this project that should also be of use:

> The referenced proposed abandonment will include the removal of the rails, ties and bridges however, railroad right of way, ballast and culverts will remain in place.
>
> The salvage process begins with the unbolting of the track materials or rails. With the use of specialized machinery placed on the railroad right of way, the rails and related steel (angle bars, tie plates, spikes, switches and any other metal parts) are removed. Next the wooden ties are raised from among the ballast with a tool designed for minimum disruption of ground material. The ties are separated into three groups as follows: (1) good quality ties that will be re-used in rail service, (2) landscape-quality ties that will be re-sold to lumber dealers for landscaping and (3) scrap ties. Scrap ties are loaded into railcars and shipped by BNSF to an EPA-approved disposal site.
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Please provide your assessment and comments to me at the address above, if at all possible, by December 1, 2010. You may contact me by email or phone with any questions or concerns.

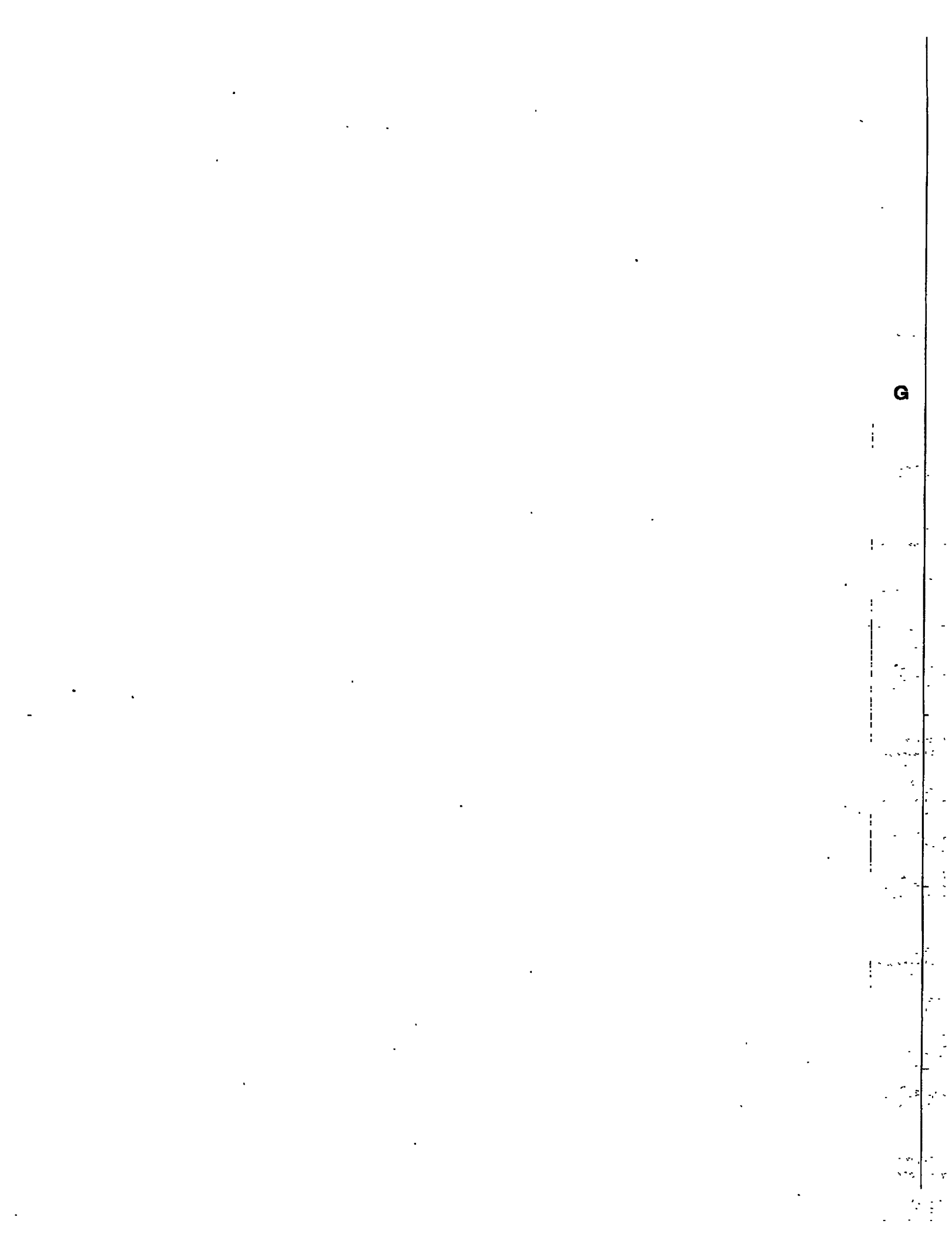
Thank you in advance for your time and contribution.

Sincerely,

John A. Sims, CP
Paralegal

Enclosure as stated

cc via email: Kristy Clark – BNSF – kristy.clark@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@bjllp.com
Susan Odom – BNSF susan.odom@bnsf.com
Dennis Eytcheson – BNSF – dennis.eytcheson@bnsf.com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John A. Sims, CP
Paralegal
Law Department

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131-2828
tel 817-352-2376
fax 817-352-2397
Email john.sims@bnsf.com

November 15, 2010

U.S. Environmental Protection Agency
Region 8
1595 Wynkoop St.
Denver, CO 80202-1129

Re: STB Docket No. AB-6 (Sub-No. 473X) BNSF Railway Company – Abandonment Exemption – In Rolette and Towner Counties, North Dakota

BNSF Railway Company ("BNSF") anticipates filing in mid-December a Notice of Exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 17.75 miles of rail line in Rolette and Towner counties, North Dakota, beginning at Mile Post 30.00 north of Bisbee and ending at the end of the line at Mile Post 47.75, in Rolla.

As part of the requisite environmental report, BNSF needs to know: 1) whether or not this action will be consistent with Federal, State or local water quality standards, and 2) whether or not Section 402 and/or National Pollutant Discharge Elimination System ("NPDES") permits are required for performance of the salvage activity described below. Please note: **BNSF anticipates the proposed abandonment should not disturb more than one (1) acre of land.**

For your reference I have attached a map of the subject railroad line. Following is information on BNSF's salvage process as it relates to this project that should also be of use:

> The referenced proposed abandonment will include the removal of the rails, ties and bridges however, railroad right of way, ballast and culverts will remain in place.
>
> The salvage process begins with the unbolting of the track materials or rails. With the use of specialized machinery placed on the railroad right of way, the rails and related steel (angle bars, tie plates, spikes, switches and any other metal parts) are removed. Next the wooden ties are raised from among the ballast with a tool designed for minimum disruption of ground material. The ties are separated into three groups as follows: (1) good quality ties that will be re-used in rail service, (2) landscape-quality ties that will be re-sold to lumber dealers for landscaping and (3) scrap ties. Scrap ties are loaded into railcars and shipped by BNSF to an EPA-approved disposal site.
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Please provide your assessment and comments to me at the address above, if at all possible, by December 1, 2010. You may contact me by email or phone with any questions or concerns.

Thank you in advance for your time and contribution.

Sincerely,

John A. Sims, CP
Paralegal

Enclosure as stated

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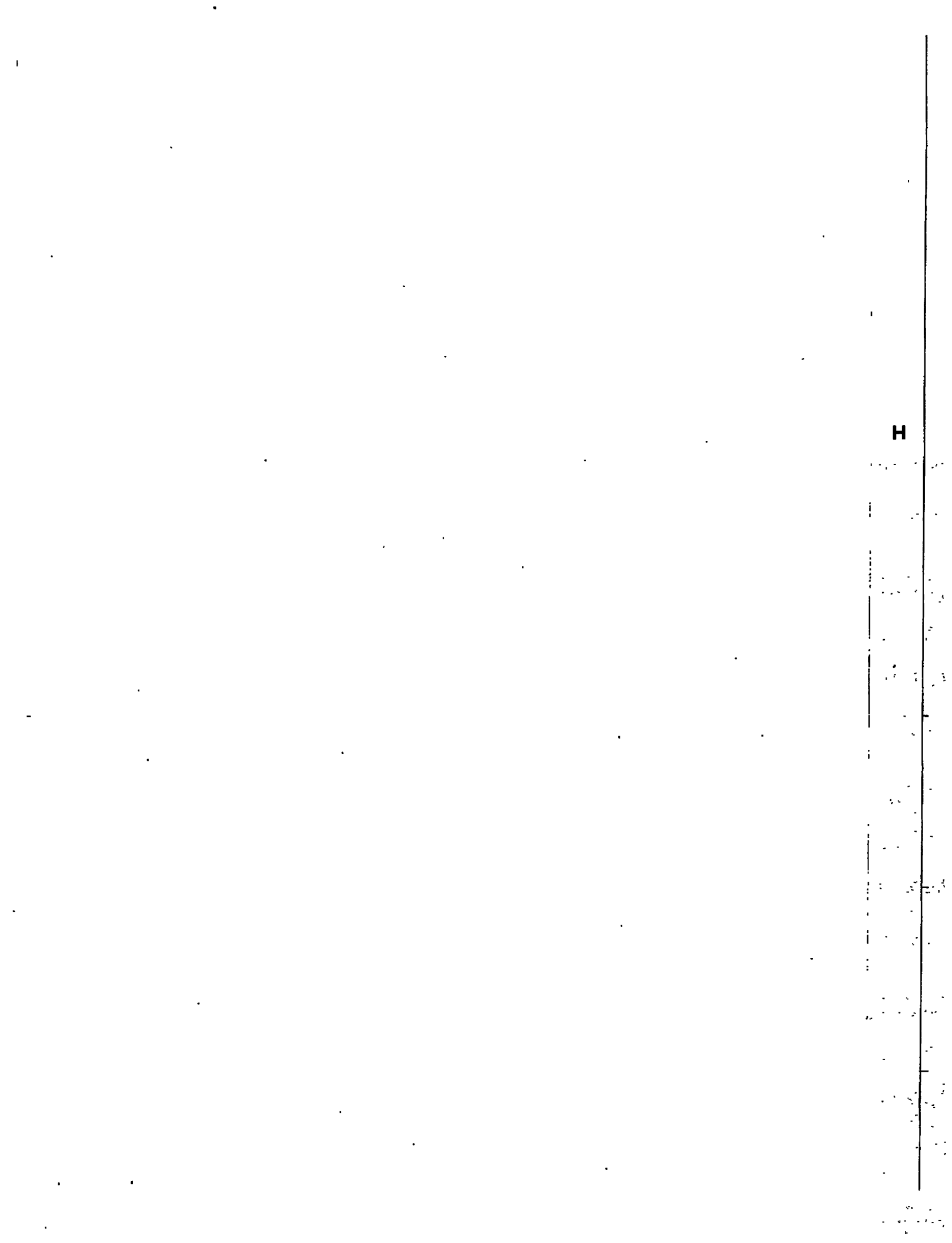
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North Dakota State Water Commission

900 EAST BOULEVARD AVENUE, DEPT 770 • BISMARCK, NORTH DAKOTA 58505-0850
701-328-2750 • TDD 701-328-2750 • FAX 701-328-3696 • INTERNET: http://swc.nd.gov

November 24, 2010

John Sims
BNSF Railway
2500 Lou Menk Drive AOB – 3
Fort Worth, TX 76131

Dear Mr. Sims:

This is in response to your request for review of environmental impacts associated with the STB Docket No. AB-6(Sub-No. 473X) – BNSF Railway Company – Abandonment Exemption in Rolette and Towner Counties, ND.

The proposed project has been reviewed by State Water Commission staff and the following comments are provided:

- The property is not located in an identified floodplain and it is believed the project will not affect an identified floodplain.

- It is the responsibility of the project sponsor to ensure that local, state and federal agencies are contacted for any required approvals, permits, and easements.

- All waste material associated with the project must be disposed of properly and not placed in identified floodway areas.

- No sole-source aquifers have been designated in ND.

There are no other concerns associated with this project that affect State Water Commission or State Engineer regulatory responsibilities.

Thank you for the opportunity to provide review comments. If you have any questions, please call me at 328-4969.

Sincerely,

Larry Knudtson
Research Analyst

LJK:dp/1570

John A. Sims, CP
Paralegal
Law Department

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131-2828
tel 817-352-2376
fax 817-352-2397
Email – john.sims@bnsf.com

November 15, 2010

U.S. Army Corps of Engineers
St. Paul District
180 5th St. East
Suite 700
St. Paul, MN 55101-1678

Re: STB Docket No. AB-6 (Sub-No. 473X) BNSF Railway Company – Abandonment Exemption – In Rolette and Towner Counties, North Dakota

BNSF Railway Company ("BNSF") anticipates filing in mid-December a Notice of Exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 17.75 miles of rail line in Rolette and Towner counties, North Dakota, beginning at Mile Post 30.00 north of Bisbee and ending at the end of the line at Mile Post 47.75, in Rolla.

As part of the requisite environmental report, BNSF needs to know: 1) whether or not Section 404 permits will be required for the performance of salvage activity, and 2) if the proposed abandonment will affect any 100-year floodplains or any designated wetlands. Your assessment and comments are respectfully requested. In addition, if it is your determination that floodplains will be affected please furnish, if available, 8½" x 11" black and white maps of each designated floodplain area. Please note: **BNSF does not anticipate any potential impacts to waters of the U.S. as a result of the proposed abandonment.**

For your reference a map of the subject railroad line is attached. Following is information on BNSF's salvage process as it relates to this project that should also be of use:

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>
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Please provide your assessment and comments to me at the address above, if at all possible, by December 1, 2010. You may contact me by email or phone with any questions or concerns.

Thank you in advance for your time and contribution.

Sincerely,

John A. Sims, CP
Paralegal

Enclosure as stated

cc via email: Kristy Clark – BNSF – kristy.clark@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@balljanik.com
Susan Odom – BNSF susan.odom@bnsf.com
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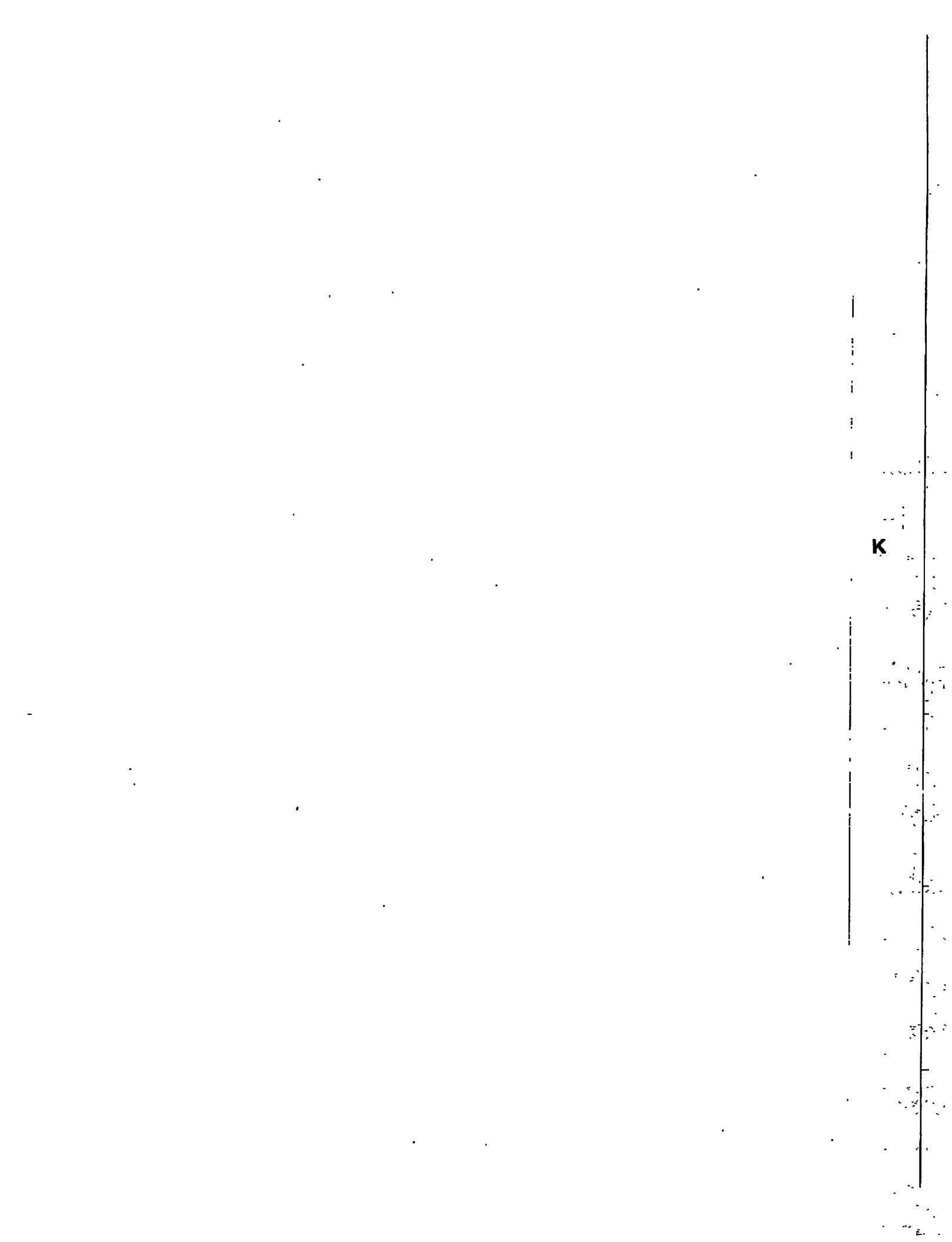
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STATE HISTORICAL SOCIETY OF NORTH DAKOTA

November 23, 2010

Mr. John A Sims CP
BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth TX 76131-2828

ND SHPO Ref.:11-0275 STB Docket No. AB-6 (Sub No. 473X) BNSF Railway Company Abandonment Exemption 17.75 miles from Mile Post 30.0 north of Bisbee and ending at the end of the line at Mile Post 47.75 in Rolla, Rolette and Towner Counties, North Dakota

Dear Mr. Sims,

We received ND SHPO Ref.:11-0275 STB Docket No. AB-6 (Sub No. 473X) BNSF Railway Company Abandonment Exemption 17.75 miles from Mile Post 30.0 north of Bisbee and ending at the end of the line at Mile Post 47.75 in Rolla, Rolette and Towner Counties, North Dakota. We do not know of any structures eligible for listing in the National Register of Historic Places along this segment. I'm enclosing a historic form update that may be useful in your historic report.

Thank you for the opportunity to review this action to date. We look forward to review of the historic report on this action. Please include the ND SHPO Reference number listed above in further correspondence for this specific project. If you have any questions please contact Susan Quinnell at (701) 328-3576, or squinnell@nd.gov

Sincerely,

Merlan E. Paaverud, Jr.
State Historic Preservation Officer
(North Dakota)
and
Director, State Historical Society of North Dakota

UPDATE

NDCRS SITE FORM
HISTORICAL ARCHAEOLOGICAL SITES
Page 1

SITS# 32 RO 0065
County Number
Update

SITE ID SECTION

Field Code _____ Site Name Burlington Northern RR
Field Code _____ Site Name _____

Map Quad ST. JOHN (1969)
Map Quad _____

LTL __ TWP 162 R 69W SEC 6 QQQ ____ QQ ____ Q 8
LTL __ TWP ____ R ____ SEC 6 QQQ 5 QQ 5 Q 7
LTL __ TWP ____ R ____ SEC 6 QQQ ____ QQ ____ Q 6
LTL __ TWP ____ R ____ SEC 7 QQQ 5 QQ 5 Q 5

1. N½
2. E½
3. S½
4. W½
5. NE¼
6. SE¼
7. SW¼
8. NW¼

SITE DESCRIPTION SECTION

FEATURE TYPE
___ CM Scatter
___ Chimney
___ Depression
___ Dump
I Earthworks
___ Fortification
___ Foundation
___ Grave
___ Hearth
___ Machinery
___ Quarry/Mine
___ Rock Art
___ Trail
___ Wreck
___ Other

CULTURAL MATERIAL
___ Bone
___ Ceramics
___ Charcoal
___ Cloth
___ Faunal Remains
___ Fire Cracked Rock
___ Floral Remains
___ Glass
___ Hide, Hair, Fur
___ Human Remains
___ Masonry
___ Metal
___ Plastic
___ Rubber
___ Shell
___ Wood
___ Other

48 Site Type
23 Context
24400 Site Area(m)
_____ Cultural Depth
___ Depth Indicator

Occupation Date(s)
1905 Begin
_____ End

10 Basis for Dating

___ CM Density

___ Isolated Find

ENVIRONMENT

___ Landform 1 7 Landform 2 10 Slope/Exposure 7 Ecosystem
___ Landform 1 ___ Landform 2 ___ Slope/Exposure _____ Ecosystem

Elevation 585 m Drainage System Devils Lake View Degree 4 View Distance 2
Distance to Permanent Water 740 m Permanent Water Type 1
Distance to Seasonal Water 0 m Seasonal Water Type 4

CRM

Ownership 4 Fieldwork Date 10/14/08 Ownership ___ Fieldwork Date _____
3 Site Condition 0 Collection 0 Test/Probe 0 Excavation Management Recommendation 1

Additional Information _____

SHSND USE

___ Soil Association 20 Ecozone 3 Area Significance
___ Soil Association ___ Ecozone ___ Area Significance

1 CR Type 1 Verified Site ___ Non-Site 2 ECF 2 TF ___ State Registry ___ National Register

CODED BY J. Strait DATE CODED 2/16/09

UPDATE

NDCRS SITE FORM
HISTORICAL ARCHAEOLOGICAL SITES
Page 1

SITS# 32 RO 0065
County Number

SITE ID SECTION

Field Code _____ Site Name Burlington Northern RR
Field Code _____ Site Name _____

Map Quad _____
Map Quad _____
(Cont)

LTL__ TWP 162 R 69W SEC 8 QQQ ____ QQ ____ Q 4
LTL__ TWP ____ R ____ SEC 8 QQQ ____ QQ 7 Q 6
LTL__ TWP ____ R ____ SEC 17 QQQ ____ QQ ____ Q 5
LTL__ TWP 163 R 70W SEC 31 QQQ 7 QQ 7 Q 7

1. N½
2. E½
3. S½
4. W½
5. NE¼
6. SE¼
7. SW¼
8. NW¼

SITE DESCRIPTION SECTION

FEATURE TYPE
___ CM Scatter
___ Chimney
___ Depression
___ Dump
___ Earthworks
___ Fortification
___ Foundation
___ Grave
___ Hearth
___ Machinery
___ Quarry/Mine
___ Rock Art
___ Trail
___ Wreck
___ Other

CULTURAL MATERIAL
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___ Ceramics
___ Charcoal
___ Cloth
___ Faunal Remains
___ Fire Cracked Rock
___ Floral Remains
___ Glass
___ Hide, Hair, Fur
___ Human Remains
___ Masonry
___ Metal
___ Plastic
___ Rubber
___ Shell
___ Wood
___ Other

___ Site Type
___ Context

_____ Site Area(m)
_____ Cultural Depth
___ Depth Indicator

Occupation Date(s)
_____ Begin
_____ End

___ Basis for Dating

___ CM Density

___ Isolated Find

ENVIRONMENT

___ Landform 1 ____ Landform 2 ____ Slope/Exposure _____ Ecosystem
___ Landform 1 ____ Landform 2 ____ Slope/Exposure _____ Ecosystem

Elevation _____m Drainage System _____ View Degree ___ View Distance ___
Distance to Permanent Water _____m Permanent Water Type ___
Distance to Seasonal Water _____m Seasonal Water Type ___

CRM

Ownership ___ Fieldwork Date _____ Ownership ___ Fieldwork Date _____
___ Site Condition ___ Collection ___ Test/Probe ___ Excavation Management Recommendation ____

Additional Information _____

SHSND USE

___ Soil Association ___ Ecozone 3 Area Significance
___ Soil Association ___ Ecozone ___ Area Significance

1 CR Type 1 Verified Site ___ Non-Site 2 ECF 2 TF ___ State Registry ___ National Register

CODED BY J. Strait DATE CODED 2/16/2009

FIELD CODE: SITS NO.: 32RO0065

1. ACCESS: Site segment is located along the eastern side of Highway 30, north of Rolla, ND.

2. DESCRIPTION OF SITE:

This linear site consist of an abandoned segment of a Great Northern (GN) railroad branch line originally extending from the GN main line at Churchs Ferry to the branch terminus at St John. The segment within the project area extends north from downtown Rolla to a road junction known locally as the "five-corners", where ND Highway 30 turns north away from the railroad toward a US-Canadian border crossing station. The site consists of the original standard gage railroad grade measuring six feet wide at the top and widening to approximately nine feet at the base. A portion of the railroad grade from Rolla to approximately 3/4 miles north of the city also has tracks and ties still in place. The visibility of the remaining grade (absent rail and ties) varies from barely discernable to highly noticeable, depending on the location. The abandoned railroad grade was previously recorded as part of the Burlington Northern railroad (BN), successor of the GN, and is currently under development as a nature trail (Bluemle 2007).

Historic overview

The townsite of Rolla was platted in 1888 in anticipation of the completion of a GN branch line to the community. The town was founded by the Northwest Land Company, a land development company organized to plat new towns along the GN west of Devils Lake, North Dakota (Hudson 1985:77). The railroad opened the area for settlement and the population of Rolla rapidly expanded, due in part to active promotion by the Northwest Land Company. Two years later, in 1890, Rolla replaced St. John as the Rolette County seat (Wick 1988:229). The founding of Rolla and subsequent shift of county political and economic power led to a lawsuit filed by some citizens of St. John against the Northwest Land Company. The lawsuit claimed Solomon G. Comstock and Almond A. White, owners of the Northwest Land Company, deliberately blighted St. John by establishing Rolla within 12 miles of St. John, promoting settlement of Rolla in preference to St. John, departing from the usual practice of establishing the railroad terminus (i.e., St. John) as the primary trade center, and disrupting St. John by arranging for purchase of land and reorganization of the town (Hudson 1985:132-133). Comstock and White denied any misrepresentation or deliberate effort to adversely affect St. John, but the court disagreed and ordered land in St. John obtained by the Northwest Land Company be deeded back to the plaintiffs.

In 1906, the branch line was extended north into Canada by the Brandon, Saskatchewan and Hudson's Bay Railway (BS&HB), a subsidiary of the GN. It offered service from Brandon, Manitoba to St. John, North Dakota (Storie n.d.), and then south via the GN to main line and the busy markets of the Midwest. The BS&HB line operated from 1906 to1935 and offered a trade and travel route for many small rural areas and for Canadian goods. The BS&HB, however, had difficulty competing with the Minneapolis, St Paul & Sault St. Marie railroad (Soo Line), a subsidiary of the Canadian Pacific railroad operating in North Dakota and Minnesota. The Great Depression caused the GN to eliminate marginal routes, and the BS&HB line was abandoned in 1936 and the track removed in 1938. The town of St. John further declined after abandonment of the BS&HB (Hidy et al 1988). The line from St. John to Rolla continued in operation until 1982, when it was abandoned by the BN. Sources indicate its use by the GN up to the 1950's for grain and passenger transport (Champagne 2006), though certainly after 1935 the importance of the line greatly decreased.

3. DESCRIPTION OF CULTURAL MATERIALS (Quantify and Identify): none observed.

# of Items of Cultural Material Observed 0 # Collected 0

4. ARTIFACT REPOSITORY: NA

5. DESCRIPTION OF SUBSURFACE TESTING: NA

RECORDED BY: J. Strait, Ethnoscience, Inc. **DATE:** 10-30-08

NDCRS ARCHEOLOGICAL SITE FORM
Descriptive Section
Page 3
FIELD CODE: SITS NO.: 32RO0065

6. FIELD CONDITIONS (√):

WET DRY WINDY √ RAINING SNOWING
OVERCAST √ BRIGHT SUN TWILIGHT

7. TECHNIQUE(S) USED TO ESTIMATE SITE AREA ( ):

TRANSIT TAPE MEASURE PACED VISUAL ESTIMATE√

OTHER (explain): WAS corrected GPS/AllTopo map program

8. RATIONALE FOR SITE BOUNDARY DETERMINATION ( ):

SURFACE CULTURAL MATERIALS FEATURES √ TOPOGRAPHY

CONTINUOUS STRATIGRAPHIC EXPOSURE SUBSURFACE TESTING

SYSTEMATIC SUBSURFACE PROBING OTHER (explain):

9. CURRENT USE OF SITE: Abandoned, public trail

10. OWNER'S NAME/ADDRESS: Unk

11. VEGETATION: Mixed tall prairie grasses

12. VEGETATION COVER (% of visual ground): 20%

13. SNOW COVER (% visible): NA

MAN-HOURS SPENT ON SITE: 1

15. PROJECT TITLE: NDDOT Rolla P.I.: Lynelle Peterson

16. REPORT TITLE: HIGHWAY 30: A CULTURAL RESOURCE INVENTORY of PORTIONS of ND STATE HIGHWAY 30 NORTH OF ROLLA TO THE CANADIAN BORDER, ROLETTE COUNTY, NORTH DAKOTA.

AUTHOR: James Strait

17. OTHER PUBLISHED REFERENCES: NA

DESCRIPTION OF COLLECTIONS OBSERVED: NA

19. OWNER-ADDRESS OF COLLECTIONS OBSERVED: NA

20. STATEMENT OF INTEGRITY:
The abandoned rail line retains its integrity of location and association as the original rail bed for the Great Northern rail branch from Rolla to St. John. However, time, modern developments, and removal of the original track has impacted the integrity of feeling, setting, materials, design and workmanship.

21. STATEMENT OF SIGNIFICANCE:

RECORDED BY: J. Strait, Ethnoscience, Inc. **DATE:** 10-30-08

FIELD CODE: SITS NO.: 32RO0065

This site was recommended not eligible for inclusion in the National Register of Historic Places (NRHP) by Bluemle (2007). Additional information has come to light regarding this particular segment of rail line. The line is an original portion of the Great Northern Rail line, which played a critical roll in the historical development of the local region, North Dakota and the Western United States as a whole. As the main source of mass transportation during the turn of the 20st Century, the Great Northern Railroad

As a linear site, the Rolla to St. John segment of the Great Northern Railroad is recommended as a non-contributing element to the NRHP eligibility of the Great Northern Railroad. The site is not recommended eligible under Criterion A as it has no physical integrity and is unable to reflect its historic appearance and character. Beyond its loose association with the owners and developers of the Great Northern Railroad, the site is not associated with any notable persons in local history, thus the site is not recommended under Criterion B. The site is not recommended eligible under Criterion C as it has no architectural value and no longer retains integrity of workmanship and design. The site does not have the potential to address pertinent archaeological or historical research questions and is, therefore, not recommended under Criterion D.

22. COMMENTS/REFERENCES:

Bluemle, W. J.
2007 Wakopa Trail Survey: A Class III cultural Resources Inventory in Rolette County, North Dakota. Metcalf Archaeological Consultants, Inc. for Wold Engineers, P.C.

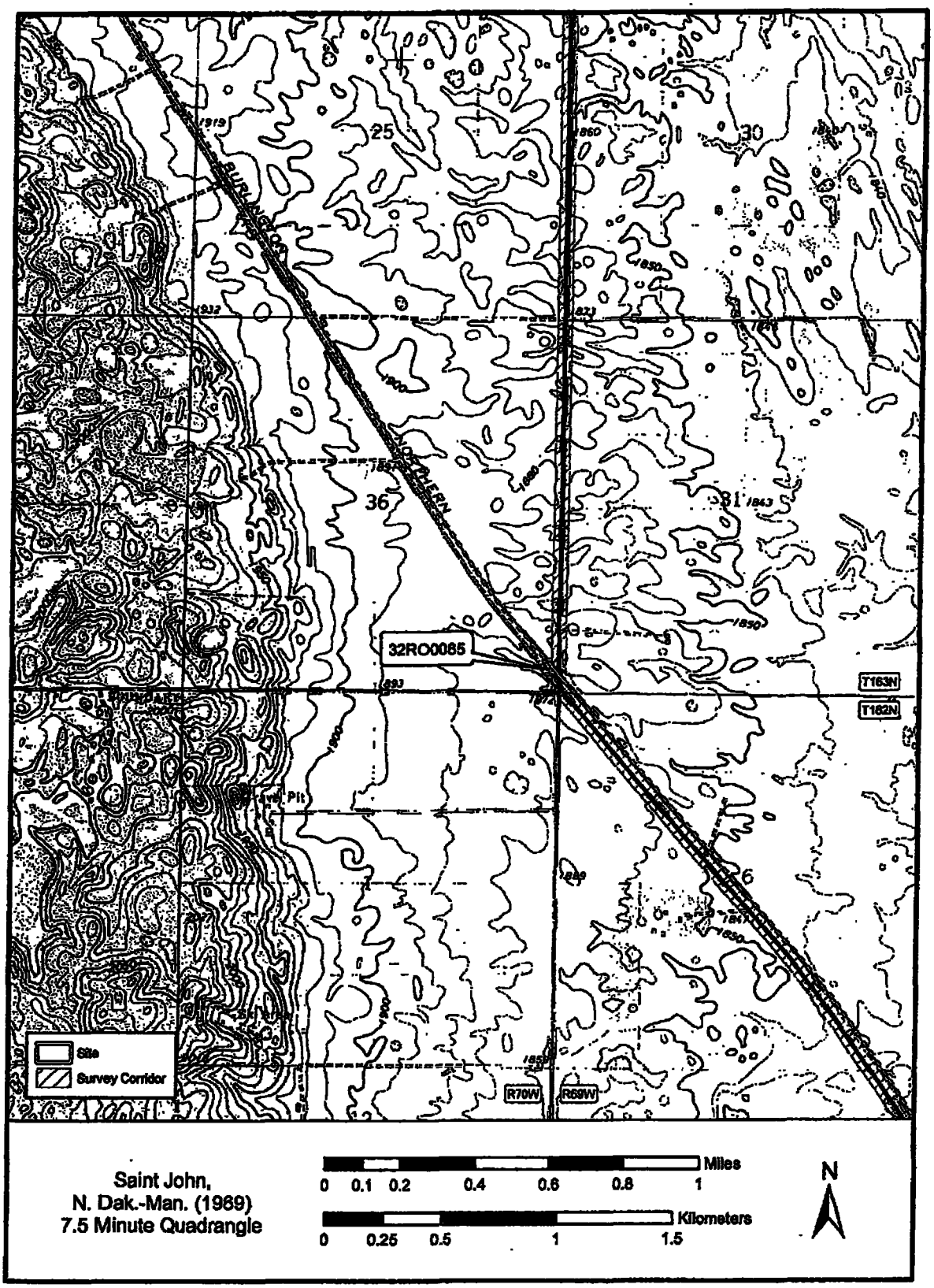
Champagne, Duane
2006 Social Change and Cultural Continuity Among Native Nations. Rowman Altamira

Hidy, R. W., M. E. Hidy, R. V. Scott and D. L. Hofsommer
1988 The Great Northern Railway: A History. The University of Minnesota Press.

Hudson, J.C.
1985 Plains Country Towns. University of Minnesota Press, Minneapolis.

Storie, K.
n.d. Waiting for Trains: The Great Northern Line E-Document
http://216.147.75.89/Trains/GNR/intro.htm

RECORDED BY: J. Strait, Ethnoscience, Inc. **DATE:** 10-30-08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32RO0085
T163N
T162N
R70W
R69W
Site
Survey Corridor
Saint John,
N. Dak.-Man. (1969)
7.5 Minute Quadrangle
Miles
0 0.1 0.2 0.4 0.6 0.8 1
Kilometers
0 0.25 0.5 1 1.5
N

Great Northern/Burlington Northern rail grade still intact, view to the south

Great Northern/Burlington Northern rail grade still intact, view to the north

RECORDED BY: J. Strait, Ethnoscience, Inc. **DATE:** 10-30-08

FIELD CODE: SITS NO.: 32RO0065

Great Northern/Burlington Northern rail grade bed near 5-corners, view to the south

Great Northern/Burlington Northern rail bed, view to the south

RECORDED BY: J. Strait, Ethnoscience, Inc. **DATE:** 10-30-08

Appendix A

VERIFIED STATEMENT OF ARTHUR M. CHARROW

I. Qualifications

My name is Arthur M. Charrow. I have been employed by BNSF Railway Company ("BNSF") since 1975 and currently hold the position of Director-Engineering Planning. My office address is 2600 Lou Menk Drive, OOB-3, Fort Worth, TX, 76131. A copy of my resume is attached.

II. Introduction and Background

The BNSF rail line located between Milepost 30.00, at Bisbee, and Milepost 47.75, at Rolla (the "Line") was embargoed in March 2007 due to poor track conditions and sub-grade issues. Subsequently, two bridges were severely damaged by two separate controlled burns that got out of control. The only remaining customer on the Line in 2007 was Rolla Cooperative Grain Company ("Rolla Grain") that made outbound shipments of grain and received inbound shipments of fertilizer. At the time of the embargo, the Line could not handle cars weighing in excess of 263,000 pounds which is not conducive to shipments of grain. Simply restoring the Line to its preexisting condition would have been a total waste of BNSF resources. Rolla Grain would have been required to only partially load the rail cars producing a higher per bushel cost. There are five nearby BNSF served grain loading facilities that can accommodate heavy axle loads. For example, the shuttle facility at Bisbee, ND delivers significant marketplace efficiencies to local agricultural shippers throughout the region. Unless the line had been upgraded to handle cars weighing 286,000 pounds, Rolla Grain would likely have transloaded its grain shipments to one of these nearby facilities to take advantage of the more efficient and economical heavy axle load movements.

III. Rehabilitation Costs

The following are estimates of the cost of materials and labor required to repair the two bridges and rehabilitate the remainder of Line to permit movements of 286 K cars on the Line:

Activity	Cost of Labor and Materials
Tie replacement (approximately 500 per mile)	$1,000,000
Rail relay of lightweight rail[1]	4,000,000
Additional anchors	200,000
Turnouts	400,000
Miscellaneous repairs	300,000
Reconstruction of two bridges	600,000
Total	$6,500,000

The above-cited rehabilitation activities would enable the Line to be reopened to meet Rolla Grain's shipping needs. These activities, however, would not permanently address the sub-grade issues along the Line. To permanently address those issues would be extremely expensive. Therefore, even with the rehabilitation of the Line as outlined above, the Line would continue to experience sub-grade issues which would need to be repaired on a periodic basis.

IV. Net Liquidation Value

BNSF's preliminary estimate of the net value of the real estate underlying the Line is $138,351. The Line consists of approximately 400 acres of which approximately 101 are non-reversionary. In estimating the net value, the gross value was adjusted to account for selling costs, holding costs/gains and a discount factor.

BNSF's preliminary estimate of the net liquidation value of the track and track materials is $743,415. Total salvage value was reduced by the estimated removal and transportation costs.

Consequently, the net liquidation value of the Line is estimated to be $881,766.

[1] The Line between Milepost 38 and the end of the line consists of rail that is below 90 pounds/yd, which is considered too light to reliably move 286 K cars over.

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Fort Worth, TX 76107

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E-mail art.charrow@bnsf.com

Arthur M. Charrow

DOB August 3, 1952, Syracuse, New York

Current Position Director-Engineering Planning, The BNSF Railway, Ft. Worth, TX

Work experience

The BNSF/The Atchison, Topeka & Santa Fe Railway Company

10/2006-Present	Director-Engineering Planning-Fort Worth
6/2003-10/2006	Director-Tie Planning-Fort Worth
9/1998-6/2003	General Director Maintenance-Seattle
9/1989-8/1998	Division Engineer-Belen, NM
11/1987-9/1989	Division Engineer-La Junta, CO
5/1981-10/1987	Assistant Division Engineer- Amarillo, TX
11/1980-5/1981	Roadmaster-Needles, CA
11/1979-10/1980	Roadmaster-Silsbee, TX
5/1977-10/1979	Assistant Roadmaster-San Bernardino, CA
4/1976-5/1977	Roadway Assistant-Los Angeles
1/1975-4/1976	Chainman/Engineering Aide-San Bernardino
Summer 1974	Summer Student Chainman-Winslow, AZ
Summer 1973	Summer Student Chainman-Winslow, Phoenix, AZ

Education

The University of Arizona, Tucson, AZ, 1970-1974

Bachelor of Science, Civil Engineering

Graduated with honors, attended on U.S. Air Force ROTC scholarship

Attended University of Illinois Short Course, Railroad Civil Engineering, 1979

Military Honorably discharged 1993, Captain, USAF Reserve

Licenses Professional Engineer (Civil) in New Mexico (#11481), Washington State (#37574), and British Columbia (#133309)

Professional memberships American Railway Engineering and Maintenance Association (Committee 24)

Community activities

Member, Hispanic Leadership Council, BNSF Railway

Chairman-Docent Committee, Congregation Beth El, Ft Worth

First Violin-Flower Mound Preparatory Community Orchestra

STATE OF TEXAS)

) **ss.**

TARRANT COUNTY)

I, Arthur M. Charrow, being duly sworn depose and state that I am Director-Engineering Planning for the BNSF Railway Company ("BNSF"), that I am authorized to make this verification, and that I have read the foregoing document and know the facts asserted therein are true and accurate as stated to the best of my knowledge, information, and belief.

Arthur M. Charrow

SUBSCRIBED AND SWORN TO before me this 20th day of December, 2010.

My Commission Expires: 9/8/14

Notary Public

VICKIE POPEJOY
Notary Public
STATE OF TEXAS
My Comm. Exp. 09/08/2014

Appendix B

VERIFIED STATEMENT OF SCOTT T. LONG

I. Qualifications

My name is Scott T. Long. I have been employed by BNSF Railway Company ("BNSF") since 1992 and currently hold the position of Senior Manager Regulatory Cost in the Finance Department. My office address is 2500 Lou Menk Drive, Fort Worth, Texas 76131. I hold a Master of Business Administration degree from the University of Georgia. Throughout my career at BNSF, I have worked in various marketing and finance positions.

II. Introduction and Background

The BNSF rail line located between Milepost 30.00, at Bisbee, and Milepost 47.75, at Rolla (the "Line") was embargoed in March 2007 due to soft track conditions and sub-grade issues. While BNSF was in the process of repairing the Line, two bridges were severely damaged by two separate controlled burns that got out of control. Because of the so-called Andrews Amendment, BNSF was precluded from filing an application or petition for exemption to abandon the Line. Even though the Line now qualifies for a notice of exemption under 49 C.F.R. § 1152.50, I am providing the following revenue and cost data to demonstrate that, in December 2007, BNSF could have justified the abandonment of the Line but was precluded from doing so by the so-called Andrews Amendment.

As is demonstrated below and in Exhibit 1, BNSF's continued operation of the Line in 2008 would have result in an operating profit of $679,617, in the Forecast Year. The operating profit, however, is dwarfed by the total subsidization cost of $6,521,088. Additionally, as demonstrated in Exhibit 1, BNSF would have incurred an annual opportunity cost of $103,683

by continuing to operate the Line and the estimated subsidy payment would have been $5,945,154 in 2008. Thus, continued operation of the Line would have result in a substantial financial burden on BNSF.

Work Papers used to develop the avoidable costs are attached.

III Revenue and Cost Data (Exhibit 1)

Exhibit 1 provides revenue, cost and subsidy data for the Line for the Base Year ending March 31, 2007[1] and the Forecast Year of 2008. I am using the same revenue and cost data for the Forecast Year as I used for the Base Year since applying a percentage adjustment factor would have negligible effect in the ultimate outcome given the significant cost to rehabilitate the Line.

During the Base Year, BNSF generated the following revenues on the Line:

REVENUES

During the Base Year, BNSF generated gross revenues of $2,101,386 from traffic moving to and from the Line (Line 1). The freight revenues generated by BNSF in the Base Year were all from 634 cars of traffic moving outbound from Rolla and 15 cars of fertilizer moving inbound to Rolla. The Line is stub-ended and, therefore, not capable of handling overhead traffic (Line 2). In the Base Year, BNSF generated $7,436 in other income, mainly from leases and permits (Line 3). The total revenues generated were $2,108,822 (Line 4).

[1] Technically, if BNSF had filed an application in November 2007, the Base Year would have ended no earlier than May 2007. *See* 49 C.F.R. § 1152(c). In order to capture a full year of traffic, BNSF is using the hypothetical base year ending in March 2007.

AVOIDABLE COSTS

Lines 5b through 5j under On-Branch Costs represent the actual on-branch costs incurred by BNSF in operating the Line during the Base Year. BNSF is utilizing normalized maintenance costs for Maintenance-of-Way and Structure ("MOW") costs (Line 5a).

BNSF incurred an estimated $94,834[2] in MOW costs on the Line in the Base Year, or approximately $5,343 per mile. This amount is well below the normalized maintenance levels recognized by the Board and its predecessor necessary to keep the Line in Class 1 standards for the long term. Consequently, BNSF will utilize $8,000 per mile, or $142,000 for Maintenance-of-Way and Structure costs (Line 5a) based on normalized maintenance levels necessary to maintain the Line in Class 1 operating conditions.

Maintenance of locomotive costs are derived from the system-wide 2006 average costs incurred by BNSF to maintain each unit in its locomotive fleet on a cost per locomotive unit mile basis ("LUM")($1.0913 per LUM) multiplied by the number of LUMs operated over the Line during the Base Year (13,391) ($1.0913 x 13,391 = $14,614).[3] Maintenance of freight car costs are derived from the system-wide 2006 average repair costs for railroad-owned covered hopper cars on a per car mile basis ($0.0527) multiplied by the total car miles moving over the Line during the Base Year (23,040) ($0.0527 x 23,040 = $1,214).[4] Maintenance-of-Equipment costs (Line 5b) totaled $15,828 in the Base Year.

Transportation costs (Line 5c) include the actual wages associated with the freight operations on the Line, and locomotive fuel, servicing and inspection costs. During the Base Year, the Line was served by a 3-man crew (engineer, conductor and brakeman) stationed in

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[2] Workpaper ("WP") 1.
[3] WP 2.
[4] WP 2.

Minot, ND. The total wage costs for this 3-man crew were $734 per start. During the Base Year there were 164 crew starts running between Minot and Rolla. Thus, the total crew wages were $120,376 during the Base Year. Since the Line comprises 13 percent to the total miles between Minot and Rolla, $15,649 of the total crew wages are attributable to operations over the Line ($120,376 x 13% = $15,649). Fringe Benefits add $5,331 to crew wages and payroll taxes (railroad retirement, hospital insurance, supplemental annuities, and unemployment insurance) comprise an additional 20 percent, or $3,130, to the total of salaries and wages. Thus total on-branch crew wages, fringe benefits and payroll taxes totaled $24,110 during the Base Year.[5] Other transportation costs including locomotive fuel costs and costs associated with servicing locomotives and train inspections are derived by multiplying the average system-wide costs per gross ton mile ("GTM") ($0.0024) in the Base Year by the total on-branch GTM in the Base Year[6] (1,838,492) for a product of $4,412. Total transportation costs were $28,522 during the Base Year.

BNSF is not attributing any General and Administrative expenses (Line 5d) to the Line during the Base Year. BNSF is also not attributing any Deadheading, Taxi and Hotel expenses (Line 5e) to the Line during the Base Year.

Because the Line is stub-ended, there are no costs associated with overhead movements (Line 5f).

Fright Car Costs (Line 5g) were $2,145 during the Base Year. Depreciation, rent and lease costs ($1,468) are based on BNSF's 2006 system-wide depreciation cost per car mile ($0.0099) and the 2006 system-wide rent and lease cost per car mile ($0.0538) multiplied by the

[5] WP 3.
[6] WP 3-4.

car miles operated over the Line during the Base Year (23,040).[7] Return on investment cost of $677 during the Base Year are based on the BNSF system-wide return on investment cost per car mile ($0.0294) in 2006 multiplied by the car miles operated over the Line during the Base Year.[8]

In the Base Year, BNSF utilized 2 locomotives on the Line. The total locomotive depreciation, rent and lease costs of $9,916 are based on BNSF's 2006 system-wide depreciation cost per LUM ($0.2475) and the 2006 system-wide rent and lease cost per LUM ($0.4930) multiplied by the LUMs in the Base Year (13,391).[9] The return on investment of $7,198 is based on BNSF's 2006 system-wide net locomotive investment base multiplied by the 2006 railroad industry pre-tax cost of capital (14.55 percent) and allocated to the Line on a LUM basis. Consequently, the locomotive costs (Line 5h) were $17,114 during the Base Year.[10]

There were no revenue taxes (Line 5i) associated with BNSF's operations over the Line in the Base Year. Property taxes (Line 5j) associated with BNSF's operations over the Line in the Base Year were very minor and extremely difficult at this point in time to calculate.

Avoidable Off-Branch costs for traffic that either originated or terminated on the Line were computed using URCS.[11]

Line 7 is the total avoidable cost incurred in operating the Line during the Base Year. The avoidable gain from operating the Line in the Base Year was $679,617.

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[7] WP 5
[8] WP 5.
[9] WP 6.
[10] WP 6.
[11] WP 9-43

SUBSIDIZATION COSTS

The cost of repairing the two bridges plus the cost of rehabilitating the remainder of the Line to permit movements of 286,000 pound axle loadings on the Line is $6,500,000 (Line 8). *See* Verified Statement of Arthur M. Charrow.

Line 9 shows the administrative costs of $21,088 BNSF would incur if operations over the Line were subsidized and consist of one percent of the total annual revenues attributable to the Line during the subsidy year. *See* 49 C.F.R. § 1152.32(k).

BNSF cannot determine at this time the amount required to obtain insurance if operations over the Line were subsidized (Line 10).

Line 11 is the total subsidy costs associated with continued operation of the Line.

Line 12 represents the valuation of the road properties consisting of working capital (On-Branch avoidable costs, less depreciation and return on value divided by 365 and multiplied by 15), income tax consequences (at a combined BNSF tax rate of 37 percent) and net liquidation value.

Line 13 is the nominal rate of return in 2008.

Line 14 is the return on value of $103,683.

BNSF is not applying a holding gain or loss since steel prices peaked in the middle of 2008 and then precipitously declined by late 2008.

Opportunity costs (Line 16) reflect the economic loss experienced by BNSF from forgoing a more profitable alternative use of the assets associated with the Line. Pursuant to *Abandonment Regulations – Costing*, 3 I.C.C.2d 340 (1987), the opportunity cost of road property is computed on an investment base equal to the sum of: (1) allowable working capital;

(2) the net liquidation value ("NLV") of the Line; and (3) current income tax benefits (if any) resulting from abandonment.

The net salvage value of the track components of the Line is estimated to be $743,415. A preliminary BNSF estimate of the net value of the real estate associated with the Line is $138,351.

Consequently, the Net Liquidation Value of the Line equals $881,766. *See* Verified Statement of Arthur M. Charrow.

Line 17 represents the avoidable gain during the Forecast Year without taking into account the rehabilitation costs of reopening the Line.

Line 18 represents the estimated Forecast Year gain without taking into account the rehabilitation costs of reopening the Line.

Line 19 represents the true economic costs to BNSF of operating the Line in the Forecast and Subsidy year.

EXHIBIT 1

BNSF RAILWAY COMPANY
Revenue and Cost Data
Bisbee to Rolla Rail Line
Hypothetical Base Year and Hypothetical Forecast Year

Item	Base Year	Forecast Year
Revenues Attributable to:		
1. Freight Originated and/or Terminated on Branch	$2,101,386	$2,101,386
2. Bridge Traffic	0	0
3. All Other Revenue and Income	7,436	7,436
4. Total Attributable Revenue (sum of lines 1 thru 3)	$2,108,822	$2,108,822
Avoidable Costs for:		
5. On-Branch costs:		
a Maintenance-of-Way and Structures	$142,000	$142,000
b Maintenance-of-Equipment	15,828	15,828
c Transportation	28,522	28,522
d General & Administrative	0	0
e Deadheading, Taxi and Hotel	0	0
f Overhead Movement	0	0
g Freight Car Costs (other than return)	2,145	2,145
h Return on Value – Locomotives	17,114	17,114
i Revenue Taxes		
j Property Taxes		
k Total (sum of lines 5(a) thru 5(j)	$205,609	$205,609
6. Off-Branch Costs		
Total Off-Branch Costs:	$1,223,596	$1,223,596
7. Total Avoidable Costs (sum of lines 5(k) and 6(e)	$1,429,205	$1,429,205
Avoidable Gain or (Loss) from Operations (line 4 – line 7)	$679,617	$679,617

BNSF RAILWAY COMPANY
Revenue and Cost Data
Bisbee to Rolla Rail Line

Item	Base Year	Forecast and Subsidy Year
Subsidization Costs For		
8. Rehabilitation		$6,500,000
9. Administrative Costs (Subsidy Year only)		21,088
10. Casualty Reserve Account		0
11. Total Subsidization Cost (subsidy year only)		$6,521,088
12. Valuation of Road Property		
a. Working Capital		$7,980
b. Income Tax Consequences		(326,253)
c. Net Liquidation Value		881,766
d. Valuation of Property (sum of lines 12a thru 12c)		$563,493
13. Nominal Rate of Return		0.184
14. Nominal Return on Value (line 12d X line 13)		$103,683
15. Holding Gain (Loss)		0
16. Total Return on Value – Opportunity Cost		$103,683
17. Avoidable Gain or (Loss) from Operations		$679,617
18. Estimated Forecast Year gain (line 4 – lines 7 and 16)		$575,934
19. Estimated Subsidy Payment (line 4 – lines 7, 11 and 16)		($5,945,154)

STATE OF TEXAS)

) **ss.**

TARRANT COUNTY)

I, Scott T. Long, being duly sworn depose and state that I am Senior Manager Regulatory Cost for BNSF Railway Company, that I am authorized to make this verification, and that I have read the foregoing document and know the facts asserted therein are true and accurate as stated to the best of my knowledge, information, and belief.

Scott T. Long

SUBSCRIBED AND SWORN TO before me this 20th day of December, 2010.

My Commission Expires: 10-14-2012

Notary Public

JOYCE K. MALMGREN
Notary Public State of Texas
Commission Expires
OCTOBER 14, 2012

WORKPAPERS

On-Branch Avoidable Costs - Maintenance of Way & Structures

1 **Maintenance of Way & Structures**

Item	Description	Amount	Source / Calculation
A	MOW Wages on Rolla Subdivision in Last Operating Year	[redacted]	BNSF data
B	Abandonment % of Rolla Subdivision	[redacted]	Item 1E on Work tab
C	MOW Wages on Abandonment Line	$59,190	A x B
D	MOW Wages on Abandonment Line	$59,190	C
E	Total Way & Structures - Salaries & Wages	[redacted]	2006 R-1 Sched 410 Line 151 Col B
F	Abandonment Line Wages % of Total	0.0169%	D / E
G	Way & Structures - Fringe Benefits - Running	[redacted]	2006 R-1 Sched 410 Line 12 Col E
H	Way & Structures - Fringe Benefits - Switching		2006 R-1 Sched 410 Line 13 Col E
J	Way & Structures - Fringe Benefits - Other		2006 R-1 Sched 410 Line 14 Col E
K	Way & Structures - Fringe Benefits	$140,861,000	G + H + J
L	Abandonment Line Wages % of Total	0.0169%	F
M	Abandonment Line Fringe Benefits	$23,806	K x L
N	MOW Wages on Abandonment Line	$59,190	C
P	Payroll Tax Percentage of Salaries & Wages	[redacted]	Item 2G on Work tab
Q	Payroll Tax on Abandonment Line	$11,838	N x P
R	Total Wages, Benefits & Payroll Tax	$94,834	C + M + Q

On-Branch Avoidable Costs - Maintenance of Equipment

1 **Locomotives**

Item	Description	Amount	Source / Calculation
A	Repair & Maintenance: Salaries & Wages	$153,710,000	2006 R-1 Sched 410 Line 202 Col B
B	Payroll Tax Percentage of Salaries & Wages	20%	Item 2G on Work tab
C	Repair & Maintenance: Payroll Tax	$30,742,000	A x B
D	Repair & Maintenance: Total	$679,368,000	2006 R-1 Sched 410 Line 202 Col F
E	Repairs Billed to Others (Credit)	($83,164,000)	2006 R-1 Sched 410 Line 216 Col F
F	Locomotive Repair Cost	$626,956,000	C + D + E
G	Locomotive Unit Miles	574,490,353	2006 R-1 Sched 755 Line 14 Col B
H	Locomotive Repair Cost per LUM	$1.0913	F / G
J	LUMS in Last Operating Year	13,391	Item 4D on Work tab
K	Total Locomotive Repair Cost	$14,614	H x J

2 **Freight Cars**

Item	Description	Amount	Source / Calculation
A	Loaded Car Miles: RR-Owned Covered Hoppers	663,865,000	2006 R-1 Sched 755 Line 20 Col B
B	Empty Car Miles: RR-Owned Covered Hoppers	651,564,000	2006 R-1 Sched 755 Line 36 Col B
C	Total Car Miles: RR-Owned Covered Hoppers	1,315,429,000	A + B
D	Repairs: Covered Hoppers	$69,267,000	2006 R-1 Sched 415 Line 11 Col B
E	Freight Car Repair Cost per Car Mile	$0.0527	D / C
F	Car Miles in Last Operating Year	23,040	Item 5C on Work tab
G	Total Freight Car Repair Cost	$1,214	E x F

3 **Total Maintenance of Equipment** $15,828 1K + 2G

On-Branch Avoidable Costs - Transportation

1 **Crew Wages + Fringe Benefits + Payroll Tax**

Item	Description	Amount	Source / Calculation
A	Minot to/from Rolla Wages per Start: Engineer	$266	BNSF data
B	Minot to/from Rolla Wages per Start: Conductor	$241	BNSF data
C	Minot to/from Rolla Wages per Start: Brakeman	$227	BNSF data
D	Total Wages per Start	$734	A + B + C
E	Crew Starts in Last Operating Year	164	BNSF data
F	Crew Wages between Minot and Rolla	$120,376	D x E
G	Abandonment % of Minot to Rolla	13%	Item 1D on Work tab
H	Crew Wages on Abandonment Line	$15,649	F x G
J	Crew Wages on Abandonment Line	$15,649	H
K	Total Train Operations - Salaries & Wages	$1,427,459,000	2006 R-1 Sched 410 Line 419 Col B
L	Abandonment Line Wages % of Total	0.0011%	J / K
M	Train Operations - Fringe Benefits	$484,650,000	2006 R-1 Sched 410 Line 414 Col E
N	Fringe Benefits on Abandonment Line	$5,331	L x M
P	Crew Wages on Abandonment Line	$15,649	H
Q	Payroll Tax Percentage of Salaries & Wages	20%	Item 2G on Work tab
R	Payroll Tax on Abandonment Line	$3,130	P x Q
S	Total Wages, Benefits & Payroll Tax	$24,110	H + N + R

2 **Other Transportation Costs: Locomotive Fuel & Servicing, Train Inspection & Lubrication**

Item	Description	Amount	Source / Calculation
A	Locomotive Fuel Cost	$2,647,084,000	2006 R-1 Sched 410 Line 409 Col F
B	Servicing Locomotives	$35,745,000	2006 R-1 Sched 410 Line 411 Col F
C	Train Inspection & Lubrication	$53,623,000	2006 R-1 Sched 410 Line 408 Col F
D	Other Transportation Costs	$2,736,452,000	A + B + C
E	Gross Ton Miles - Total	1,227,640,126,000	2006 R-1 Sched 755 Line 104 Col B
F	Gross Ton Miles - Road Locomotives	103,828,631,000	2006 R-1 Sched 755 Line 98 Col B
G	GTMs excluding Locomotives	1,123,811,495,000	E - F
H	Other Transportation Costs	$2,736,452,000	D
J	GTMs excluding Locomotives	1,123,811,495,000	G
K	Other Transportation Costs per GTM	$0.0024	H / J
L	GTMs in Last Operating Year	1,838,492	Item 6D on Work tab
M	Total Other Transportation Costs	$4,412	K x L

3	**Total Transportation Costs**	**$28,522**	**1S + 2M**

On-Branch Avoidable Costs - Freight Car Costs

1 **Depreciation, Rents & Leases**

Item	Description	Amount	Source / Calculation
A	Loaded Car Miles: RR-Owned Covered Hoppers	663,865,000	2006 R-1 Sched 755 Line 20 Col B
B	Empty Car Miles: RR-Owned Covered Hoppers	651,564,000	2006 R-1 Sched 755 Line 36 Col B
C	Total Car Miles: RR-Owned Covered Hoppers	1,315,429,000	A + B
D	Depreciation: Covered Hoppers	$13,036,000	2006 R-1 Sched 415 Line 11 Col C
E	Total Car Miles: RR-Owned Covered Hoppers	1,315,429,000	C
F	Depreciation Cost per Car Mile	$0.0099	D / E
G	Car Miles in Last Operating Year	23,040	Item 5C on Work tab
H	Total Depreciation Cost	$228	F x G
J	Lease & Rentals (Net): Covered Hoppers	$86,431,000	2006 R-1 Sched 415 Line 11 Col F
K	Interchange Rents Payable Mileage: Covered Hoppers	$6,984,000	2006 R-1 Sched 414 Line 6 Col F
L	Interchange Rents Payable Time: Covered Hoppers	$19,486,000	2006 R-1 Sched 414 Line 6 Col G
M	Interchange Rents Receivable Mileage: Covered Hoppers	$14,170,000	2006 R-1 Sched 414 Line 6 Col C
N	Interchange Rents Receivable Time: Covered Hoppers	$27,989,000	2006 R-1 Sched 414 Line 6 Col D
P	Rent & Lease Cost	$70,744,000	J + K + L - M - N
Q	Total Car Miles: RR-Owned Covered Hoppers	1,315,429,000	C
R	Rent & Lease Cost per Car Mile	$0.0538	P / Q
S	Car Miles in Last Operating Year	23,040	Item 5C on Work tab
T	Total Rent & Lease Cost	$1,240	R x S
U	Total Depreciation, Rent & Lease Cost	$1,468	H + T

2 **Return on Investment**

Item	Description	Amount	Source / Calculation
A	Investment Base: Covered Hoppers	$424,612,000	2006 R-1 Sched 415 Line 11 Col G
B	Accumulated Depreciation: Covered Hoppers	$158,580,000	2006 R-1 Sched 415 Line 11 Col I
C	Net Investment Base	$266,032,000	A - B
D	Railroad Industry Pre-Tax Cost of Capital	14.55%	Item 3J on Work tab
E	Return on Investment Cost	$38,707,656	C x D
F	Total Car Miles: RR-Owned Covered Hoppers	1,315,429,000	1K
G	Return on Investment Cost per Car Mile	$0.0294	E x F
H	Car Miles in Last Operating Year	23,040	Item 5C on Work tab
J	Total Return on Investment Cost	$677	G x H

3 **Total Freight Car Costs** $2,145 1Q + 2J

000005

On-Branch Avoidable Costs - Locomotive Costs

1 Depreciation, Rents & Leases

Item	Description	Amount	Source / Calculation
A	Depreciation	$142,212,000	2006 R-1 Sched 410 Line 213 Col F
B	Locomotive Unit Miles	574,490,353	2006 R-1 Sched 755 Line 14 Col B
C	Depreciation Cost per LUM	$0.2475	A / B
D	LUMS in Last Operating Year	13,391	Item 4D on Work tab
E	Total Depreciation Cost	$3,314	C x D
F	Lease Rentals - Debit	$283,798,000	2006 R-1 Sched 410 Line 207 Col F
G	Lease Rentals - Credit	($595,000)	2006 R-1 Sched 410 Line 208 Col F
H	Rent & Lease Cost	$283,203,000	F + G
J	Locomotive Unit Miles	574,490,353	2006 R-1 Sched 755 Line 14 Col B
K	Rent & Lease Cost per LUM	$0.4930	H / J
L	LUMS in Last Operating Year	13,391	Item 4D on Work tab
M	Total Rent & Lease Cost	$6,602	K x L
N	Total Depreciation, Rent & Lease Cost	$9,916	E + M

2 Return on Investment

Item	Description	Amount	Source / Calculation
A	Investment Base - Owned: Total Locomotives	$2,225,265,000	2006 R-1 Sched 415 Line 5 Col G
B	Investment Base - Capitalized Lease: Total Locomotives	$1,161,298,000	2006 R-1 Sched 415 Line 5 Col H
C	Accumulated Depreciation - Owned: Total Locomotives	($920,565,000)	2006 R-1 Sched 415 Line 5 Col I
D	Accumulated Depreciation - Capitalized Lease: Total Locomotives	($343,770,000)	2006 R-1 Sched 415 Line 5 Col J
E	Net Investment Base	$2,122,228,000	A + B - C - D
F	Railroad Industry Pre-Tax Cost of Capital	14.55%	Item 3J on Work tab
G	Return on Investment Cost	$308,784,174	E x F
H	Locomotive Unit Miles	574,490,353	2006 R-1 Sched 755 Line 14 Col B
J	Return on Investment Cost per LUM	$0.5375	G / H
K	LUMS in Last Operating Year	13,391	Item 4D on Work tab
L	Total Return on Investment Cost	$7,198	J x K

3 Total Locomotive Costs $17,114 1H + 2L

On-Branch Avoidable Costs - Additional Calculations

1 Rail Miles

Item	Description	Amount	Source / Calculation
A	Minot ND to Rolla ND	[redacted]	BNSF 6003
B	Churchs Ferry ND to Rolla ND (Rolla Subdivision)	[redacted]	BNSF 6003
C	Rolla ND to Abandonment Point	[redacted]	
D	Abandonment % of Minot to Rolla	13%	C / A
E	Abandonment % of Churchs Ferry to Rolla	38%	C / B

2 Payroll Tax Percentage

Item	Description	Amount	Source / Calculation
A	Railroad Retirement	[redacted]	2006 R-1 Sched 450 A Line 5
B	Hospital Insurance	[redacted]	2006 R-1 Sched 450 A Line 6
C	Supplemental Annuities	[redacted]	2006 R-1 Sched 450 A Line 7
D	Unemployment Insurance	[redacted]	2006 R-1 Sched 450 A Line 8
E	Total Payroll Taxes	$567,914,000	A + B + C + D
F	Total Salaries & Wages	[redacted]	2006 R-1 Sched 410 Line 620 Col B
G	Payroll Tax Percentage of Salaries & Wages	20%	E / F

3 Railroad Industry Pre-Tax Cost of Capital

Item	Description	Amount	Source / Calculation
A	Cost of Common Equity	[redacted]	STB Ex Parte 558 Sub 10
B	Capital Structure: Common Equity %	[redacted]	STB Ex Parte 558 Sub 10
C	Weighted Cost: Common Equity	8.56%	A x B
D	Tax Rate	[redacted]	STB assumption in URCS calculation
E	Pre-Tax Cost of Capital: Common Equity	13.17%	C / (1 - D)
F	Cost of Debt	[redacted]	STB Ex Parte 558 Sub 10
G	Capital Structure: Debt %	[redacted]	STB Ex Parte 558 Sub 10
H	Weighted Cost: Debt	1.38%	F x G
J	Pre-Tax Cost of Capital	14.55%	E + H

200007

On-Branch Avoidable Costs - Additional Calculations

4 Locomotive Unit Miles in Last Operating Year

Item	Description	Amount	Source / Calculation
A	Train Count in Last Operating Year	[redacted]	BNSF data
B	Average Locos per Train in Last Operating Year	[redacted]	BNSF data
C	Rail Miles: Rolla ND to Abandonment Point	17.75	1C
D	LUMS in Last Operating Year	13,391	2 x A x B x C

5 Car Miles in Last Operating Year

Item	Description	Amount	Source / Calculation
A	Loaded Units in Last Operating Year	[redacted]	BNSF data
B	Rail Miles: Rolla ND to Abandonment Point	17.75	1C
C	Car Miles in Last Operating Year	23,040	2 x A x B

6 Gross Ton Miles in Last Operating Year

Item	Description	Amount	Source / Calculation
A	Lading Tons in Last Operating Year	[redacted]	BNSF data
B	Tare Tons in Last Operating Year	[redacted]	BNSF data
C	Rail Miles: Rolla ND to Abandonment Point	17.75	1C
D	GTMs in Last Operating Year	1,838,492	A x C + 2 x B x C

Off-Branch Costs - Summary

Line	Own	Item	Source/Formula	Base Year Car Type 1 Hopper-Covered	Forecast Year Car Type 1 Hopper-Covered
6A-1	RR	Non-ROI Modified Terminal Costs	Workpaper L14	$43,255	$0
6A-2	PV	Non-ROI Modified Terminal Costs	Workpaper L26	$2,505	$0
6A-3	RR	Non-ROI Regular Terminal Costs	Workpaper L16	$34,450	$0
6A-4	PV	Non-ROI Regular Terminal Costs	Workpaper L28	$3,709	$0
6A-5	RR	Non-ROI I/C Terminal	Workpaper L19	$15,614	$0
6A-6	PV	Non-ROI I/C Terminal	Workpaper L31	$1,304	$0
6A-7	RR	Non-ROI Car Mile Cost	Workpaper L21	$343,722	$0
6A-8	PV	Non-ROI Car Mile Cost	Workpaper L33	$57,678	$0
6A-9	RR	Non-ROI Ton Mile Cost	Workpaper L23	$416,463	$0
6A-10	PV	Non-ROI Ton Mile Cost	Workpaper L35	$101,609	$0
6A-11	RR	ROI Ton Mile Cost	Workpaper L46	$6,563	$0
6A-12	PV	ROI Ton Mile Cost	Workpaper L57	$1,601	$0
6A-13		Loss & Damage	Loss & Damage		
6A		Off-Branch Cost Excluding Freight Car ROI		$1,028,473	$0
6B-1	RR	ROI Modified Terminal Costs	Workpaper L38	$46,539	$0
6B-2	PV	ROI Modified Terminal Costs	Workpaper L49	$42	$0
6B-3	RR	ROI Regular Terminal Costs	Workpaper L40	$27,443	$0
6B-4	PV	ROI Regular Terminal Costs	Workpaper L51	$95	$0
6B-5	RR	ROI I/C Terminal	Workpaper L42	$14,830	$0
6B-6	PV	ROI I/C Terminal	Workpaper L53	$40	$0
6B-7	RR	ROI Car Mile Cost	Workpaper L44	$105,159	$0
6B-8	PV	ROI Car Mile Cost	Workpaper L55	$976	$0
6B		Off-Branch Freight Car ROI Cost		$195,123	$0
Total Off-Branch Cost			6A + 6B	$1,223,596	$0

Off-Branch Costs - Workpaper

Line	Own	Item	Source/Formula	Base Year Car Type 1 Hopper-Covered	Forecast Year Car Type 1 Hopper-Covered
13	RR	Modified Terminal: Non-ROI	Freight Car Costs - L22O	$83.34232	$90.18105
14	RR	Total Non-ROI Off-Branch Modified Terminal Costs	L13 x Input RR Total Carloads	$43,254.66	$0.00
15	RR	Normal Terminal: Non-ROI	Freight Car Costs - L23F	$114.83359	$124.97197
16	RR	Total Non-ROI Off-Branch Normal Terminal Costs	L15 x Input RR Local Carloads	$34,450.08	$0.00
17	RR	Carloads Interchanged	Input RR Total Carloads - Input RR Local Carloads	219	-
18	RR	I/C Terminal: Non-ROI	Freight Car Costs - L24E	$71.29698	$77.35212
19	RR	Total Non-ROI Off-Branch I/C Terminal Costs	L17 x L18	$15,614.04	$0.00
20	RR	Cost per Car Mile: Non-ROI	Freight Car Costs - L26G	$0.73841	$0.32630
21	RR	Total Non-ROI Off-Branch Car Mile Costs	L20 x Input RR Off-Branch Car Miles	$343,721.73	$0.00
22	RR	Cost per Gross Ton Mile: Non-ROI	Freight Car Costs - L25J	$0.00698	$0.00000
23	RR	Total Non-ROI Off-Branch GTM Cost	L22 x Input RR Off-Branch GTMs	$416,463.30	$0.00
24	RR	Total Non-ROI: Off-Branch Costs	L14 + L16 + L19 + L21 + L23	$853,503.81	$0.00
25	PV	Modified Terminal: Non-ROI	Freight Car Costs - L27	$19.26570	$21.29550
26	PV	Total Non-ROI Off-Branch Modified Terminal Costs	L25 x Input PV Total Carloads	$2,504.54	$0.00
27	PV	Normal Terminal: Non-ROI	Freight Car Costs - L28	$50.11991	$55.40041
28	PV	Total Non-ROI Off-Branch Normal Terminal Costs	L27 x Input PV Local Carloads	$3,708.87	$0.00
29	PV	Carloads Interchanged	Input PV Total Carloads - Input PV Local Carloads	56	-
30	PV	I/C Terminal: Non-ROI	Freight Car Costs - L29	$23.29386	$25.74804
31	PV	Total Non-ROI Off-Branch I/C Terminal Costs	L29 x L30	$1,304.46	$0.00
32	PV	Cost per Car Mile: Non-ROI	Freight Car Costs - L30	$0.50405	$0.07542
33	PV	Total Non-ROI Off-Branch Car Mile Costs	L32 x Input PV Off-Branch Car Miles	$57,678.44	$0.00
34	PV	Cost per Gross Ton Mile: Non-ROI	Freight Car Costs - L25J	$0.00698	$0.00000
35	PV	Total Non-ROI Off-Branch GTM Cost	L34 x Input PV Off-Branch GTMs	$101,608.77	$0.00
36	PV	Total Non-ROI: Off-Branch Costs	L26 + L28 + L31 + L33 + L35	$166,805.08	$0.00
37	RR	Modified Terminal: ROI	Freight Car Costs - L31C	$89.67041	$28.25285

Off-Branch Costs - Workpaper

Line	Own	Item	Source/Formula	Base Year Car Type 1 Hopper-Covered	Forecast Year Car Type 1 Hopper-Covered
38	RR	Total ROI Off-Branch Modified Terminal Costs	L37 x Input RR Total Carloads	$46,538.94	$0.00
39	RR	Normal Terminal: ROI	Freight Car Costs - L32B	$91.47636	$29.48444
40	RR	Total ROI Off-Branch Normal Terminal Costs	L39 x Input RR Local Carloads	$27,442.91	$0.00
41	RR	I/C Terminal: ROI	Freight Car Costs - L33B	$67.71605	$21.65288
42	RR	Total ROI Off-Branch I/C Terminal Costs	L17 x L41	$14,829.81	$0.00
43	RR	Car Mile Cost: ROI	Freight Car Costs - L35B	$0.22591	$0.00000
44	RR	Total ROI Off-Branch Car Mile Costs	L43 x Input RR Off-Branch Car Miles	$105,158.62	$0.00
45	RR	Cost per Gross Ton Mile: ROI	Freight Car Costs - L34D	$0.00011	$0.00000
46	RR	Total ROI Off-Branch Ton Mile Costs	L45 x Input RR Off-Branch GTMs	$6,563.18	$0.00
47	RR	Total ROI: Off-Branch Costs	L38 + L40 + L42 + L44 + L46	$200,533.46	$0.00
48	PV	Modified Terminal: ROI	Freight Car Costs - L36	$0.32061	$0.32061
49	PV	Total ROI Off-Branch Modified Terminal Costs	L48 x Input PV Total Carloads	$41.68	$0.00
50	PV	Normal Terminal: ROI	Freight Car Costs - L37	$1.28984	$1.28984
51	PV	Total ROI Off-Branch Normal Terminal Costs	L50 x Input PV Local Carloads	$95.45	$0.00
52	PV	I/C Terminal: ROI	Freight Car Costs - L38	$0.70534	$0.70534
53	PV	Total ROI Off-Branch I/C Terminal Costs	L29 x L52	$39.50	$0.00
54	PV	Car Mile Cost: ROI	Freight Car Costs - L40	$0.00853	$0.00000
55	PV	Total ROI Off-Branch Car Mile Costs	L54 x Input PV Off-Branch Car Miles	$976.09	$0.00
56	PV	Cost per Gross Ton Mile: ROI	Freight Car Costs - L39	$0.00011	$0.00000
57	PV	Total ROI Off-Branch Ton Mile Costs	L56 x Input PV Off-Branch GTMs	$1,601.28	$0.00
58	PV	Total ROI: Off-Branch Costs	L49 + L51 + L53 + L55 + L57	$2,754.00	$0.00

Off-Branch Costs - Freight Car

Line	Own	Item	Source/Formula	Base Year Car Type 1 Hopper-Covered	Forecast Year Car Type 1 Hopper-Covered
1A	RR	Units in Service - Beginning of Year	R1 S710 L36-51 CB	34,631	34,631
1B	RR	Units in Service - End of Year	R1 S710 L36-51 CK	33,488	33,488
1C	RR	Units Leased to Others - End of Year	R1 S710 L36-51 CN	-	-
1D	RR	Average Freight Car Ownership	(L1A + L1B) / 2 + L1C	34,060	34,060
2	RR	Equivalent Car Days	L1D x 346 Days	11,784,760	11,784,760
3	RR	Car Days on Foreign Lines	Estimated	3,200,000	3,200,000
4	RR	Foreign Car Days on Home Line	Estimated	1,900,000	1,900,000
5	RR	Total System Car Days On-Line	L2 - L3 + L4	10,484,760	10,484,760
6	RR	Total Loaded Car Miles	R1 S755 L15-28 CB	663,865,376	663,865,376
7	RR	Total Empty Car Miles	R1 S755 L31-44 CB	651,564,219	651,564,219
8	RR	Total Car Miles	L6 + L7	1,315,429,595	1,315,429,595
9A1	RR	Repair Cost - Base	R1 S415 L6-19 CB	$69,267,000	$69,267,000
9A2	RR	Repair Cost - Index	Indices	1.004	1.110
9A	RR	Repair Cost - Indexed	L9A1 x L9A2	$69,565,235	$76,894,455
9B	RR	Applicable Repair Amount - Time or Miles	L9A x 50%	$34,782,618	$38,447,228
10A	RR	Current Cost per Car	Estimated Replacement Cost at Year End	$74,000	$74,000
10B	RR	Total Current Value (Replacement Cost)	L1D x L10A	$2,520,440,000	$2,520,440,000
11A	RR	Depreciation: Owned	R1 S415 L6-19 CC	$13,036,000	$13,036,000
11B	RR	Depreciation: Capitalized Lease	R1 S415 L6-19 CD	$0	$0
11C	RR	Booked Depreciation	L11A + L11B	$13,036,000	$13,036,000
11D	RR	Investment Base as of 12/31: Owned	R1 S415 L6-19 CG	$424,612,000	$424,612,000
11E	RR	Investment Base as of 12/31: Capitalized Lease	R1 S415 L6-19 CH	$0	$0
11F	RR	Booked Base Depreciation	L11D + L11E	$424,612,000	$424,612,000
11G	RR	Composite Depreciation Rate	L11C / L11F	0.0307	0.0307
11H	RR	Annual Depreciation (at Replacement)	L10B x L11G	$77,377,508	$77,377,508
12A	RR	Accumulated Depreciation as of 12/31: Owned	R1 S415 L6-19 CI	$158,580,000	$158,580,000

Off-Branch Costs - Freight Car

Line	Own	Item	Source/Formula	Base Year Car Type 1 Hopper-Covered	Forecast Year Car Type 1 Hopper-Covered
12B	RR	Accumulated Depreciation as of 12/31: Capitalized Lease	R1 S415 L6-19 CJ	$0	$0
12C	RR	Accumulated Book Depreciation	L12A + L12B	$158,580,000	$158,580,000
12D	RR	Undepreciated Book Value	L11F - L12C	$266,032,000	$266,032,000
12E	RR	Undepreciated Book Ratio	L12D / L11F	0.62653	0.62653
12F	RR	Net Current Value	L10B x L12E	$1,579,131,273	$1,579,131,273
12G	RR	Nominal Cost of Capital	Cost of Capital Lxxx	0.1497	0.1497
12H	RR	Nominal Return on Investment	L12F x L12G	$236,395,952	$236,395,952
12I	RR	ROI Cost per Car Day (w/o Holding Gain)	L12H / L5	$22.54663	$22.54663
12J	RR	Net Current Value	L10B x L12E	$1,579,131,273	$1,579,131,273
12K	RR	Holding Gain: Rate - Deflator	Cost of Capital Lxxx	-	0.1029
12L	RR	Holding Gain on Investment	L12J x L12K	$0	$162,492,608
12M	RR	Holding Gain per Car Day	L12L / L5	$0.00000	$15.49798
12N	RR	ROI Cost per Car Day (w/Holding Gain)	L12I - L12M	$22.54663	$7.04865
13	RR	Applicable Depreciation Amount: Time	L11H x 60%	$46,426,505	$46,426,505
14A1	RR	Per Diem Payments - Base	R1 S414 L1-16 CG	$19,488,000	$19,488,000
14A2	RR	Per Diem Payments - Index	Indices	1.004	1.110
14A	RR	Per Diem Payments - Indexed	L14A1 x L14A2	$19,571,907	$21,633,955
14B1	RR	Per Diem Receipts - Base	R1 S414 L1-16 CD	$27,989,000	$27,989,000
14B2	RR	Per Diem Receipts - Index	Indices	1.004	1.110
14B	RR	Per Diem Receipts - Indexed	L14B1 x L14B2	$28,109,509	$31,071,057
14C1	RR	Lease & Rentals Net - Base	R1 S415 L6-19 CF	$86,431,000	$86,431,000
14C2	RR	Lease & Rentals Net - Index	Indices	1.004	1.110
14C	RR	Lease & Rentals Net - Indexed	L14C1 x L14C2	$86,803,137	$95,948,499
15	RR	Total Cost per Car: Time	L9B + L13 + L14A + L14C - L14B	$159,474,658	$171,385,129
16	RR	Non-ROI Cost per Car Day	L15 / L5	$15.21014	$16.34612
17A	RR	Applicable Depreciation Amount: Miles	L11H x 40%	$30,951,003	$30,951,003
17B1	RR	Mileage Payments - Base	R1 S414 L1-16 CF	$6,984,000	$6,984,000
17B2	RR	Mileage Payments - Index	Indices	1.004	1.110
17B	RR	Mileage Payments - Indexed	L17B1 x L17B2	$7,014,070	$7,753,055
17C1	RR	Mileage Receipts - Base	R1 S414 L1-16 CC	$14,170,000	$14,170,000
17C2	RR	Mileage Receipts - Index	Indices	1.004	1.110

Off-Branch Costs - Freight Car

Line	Own	Item	Source/Formula	Base Year Car Type 1 Hopper-Covered	Forecast Year Car Type 1 Hopper-Covered
17C	RR	Mileage Receipts - Indexed	L17C1 x L17C2	$14,231,010	$15,730,354
18	RR	Total Mileage Cost	L9B + L17A + L17B - L17C	$58,516,681	$61,420,932
19	RR	Non-ROI Cost per Car Mile	L18 / L8	$0.04448	$0.04669
20A1	PV	Total Mileage Payments - Base	R1 S414 L1-16 CE	$11,785,000	$11,785,000
20A2	PV	Total Mileage Payments - Index	Indices	1.004	1.110
20A	PV	Total Mileage Payments - Indexed	L20A1 x L20A2	$11,835,741	$13,082,726
20B	PV	Private Loaded Car Miles	R1 S755 L47-62 CB	389,311,756	389,311,756
20C	PV	Private Empty Car Miles	R1 S755 L65-80 CB	384,840,305	384,840,305
20D	PV	Total Private Car Miles	L20B + L20C	774,152,061	774,152,061
20E	PV	Non-ROI Cost per Car Mile	L20A / L20D	$0.01529	$0.01690
21A	RR	Empty Return Ratio	L8 / L6	1.98147	1.98147
21B	PV	Empty Return Ratio	L20D / L20B	1.98851	1.98851
22A		Repair Variability	D6LX01C4	0.86000	0.86000
22B1		Station Clerical - Base	E1L109C1	$7.49034	$7.49034
22B2		Station Clerical - Index	Indices	1.004	1.110
22B		Station Clerical - Indexed	L22B1 x L22B2	$7.52259	$8.31515
22C		Total Operating Expense: Repairs	D6LX28C5	$62,927	$62,927
22D		Freight Car Repairs	D6LX01C5	$52,926	$52,926
22E		Maintenance of Equipment O/H	L22C / L22D	1.18896	1.18896
22F		General O/H: Opr	D8L607C1	1.08660	1.08660
22G		Depreciation Variability	D6LX33C4	1.00000	1.00000
22H		General O/H: DRL	D8L608C1	1.05044	1.05044
22I		Current Year SEM per I/I Switch	E2L1XXC29	1.01633	1.01633
22J1		Switch Engine Minutes - Opr Unit Cost - Base	E1L111C1	$4.72319	$4.72319
22J2		Switch Engine Minutes - Opr Unit Cost - Index	Indices	1.004	1.110
22J		Switch Engine Minutes - Opr Unit Cost - Indexed	L22J1 x L22J2	$4.74353	$5.24329
22K1		Switch Engine Minutes - DRL Exp Unit Cost - Base	E1L111C2	$0.49346	$0.49346
22K2		Switch Engine Minutes - DRL Exp Unit Cost - Index	Indices	1.004	1.110
22K		Switch Engine Minutes - DRL Exp Unit Cost - Indexed	L22K1 x L22K2	$0.49558	$0.54780

Off-Branch Costs - Freight Car

Line	Own	Item	Source/Formula	Base Year Car Type 1 Hopper-Covered	Forecast Year Car Type 1 Hopper-Covered
22L		I/I Switching: Cost per Switch - Non-ROI	L22I x (L22J + L22K)	$5.32466	$5.88566
22M		Average Non-ROI Cost per Car Day	((L9B x L22A x L22E x L22F) + (L13 x L22G x L22H) + (L14A x L22H) - (L14B x L22H) + (L14C x L22H)) / L5	$16.17842	$17.39289
22N1		Terminal Special Services - Base	E1L106C1	$1.15002	$1.15002
22N2		Terminal Special Services - Index	Indices	1.004	1.110
22N		Terminal Special Services - Indexed	L22N1 x L22N2	$1.15497	$1.27666
22O	RR	Modified Terminal: Non-ROI	L22N + L22B + (((L22M x 2) + L22L) x L21A)	$83.34232	$90.18105
23A		O/D Switch Factor	E2L1XXC8	2.00000	2.00000
23B		Current Year SEM per Industry Switch	E2L1XXC25	4.06532	4.06532
23C		O/D Switching: Non-ROI	L23B x (L22J + L22K)	$21.29866	$23.54263
23D		CD per L&UL Industry Switch	E2L1XXC14	2.00000	2.00000
23E		Car Days O/D	L23D x L23A	4.00000	4.00000
23F	RR	Normal Terminal: Non-ROI	(L23A x L23C) + L22B + (L23E x L22M)	$114.83359	$124.97197
24A		Car Days per I/C Switch	E2L1XXC10	1.50000	1.50000
24B		Current Year SEM per Interchange Switch	E2L1XXC26	2.23592	2.23592
24C		I/C Switch Cost: Non-ROI	L24B x (L22J + L22K)	$11.71423	$12.94841
24D		Empty Return Ratio	E2L1XXC2	1.98147	1.98147
24E	RR	I/C Terminal: Non-ROI	((L24A x L22M) + L24C) x L24D	$71.29698	$77.35212
25A1		Cost per GTM: Operating - Base	E1L101C1	$0.00200893	$0.00200893
25A2		Cost per GTM: Operating - Index	Indices	1.004	1.110
25A		Cost per GTM: Operating - Indexed	L25A1 x L25A2	$0.00201758	$0.00223015
25B1		Cost per GTM: Depr Rents & Leases - Base	E1L101C2	$0.00053721	$0.00053721
25B2		Cost per GTM: Depr Rents & Leases - Index	Indices	1.004	1.110

Off-Branch Costs - Freight Car

Line	Own	Item	Source/Formula	Base Year Car Type 1 Hopper-Covered	Forecast Year Car Type 1 Hopper-Covered
25B		Cost per GTM: Depr Rents & Leases - Indexed	L25B1 x L25B2	$0.00053952	$0.00059637
25C		Weighted Average Train Tons - Off-Branch	Way/Thru L12	5,315.2	-
25D1		Cost per LUM: Operating - Base	E1L105C1	$3.93921	$3.93921
25D2		Cost per LUM: Operating - Index	Indices	1.004	1.110
25D		Cost per LUM: Operating - Indexed	L25D1 x L25D2	$3.95617	$4.37298
25E1		Cost per LUM: Depr Rents & Leases - Base	E1L105C2	$0.43842	$0.43842
25E2		Cost per LUM: Depr Rents & Leases - Index	Indices	1.004	1.110
25E		Cost per LUM: Depr Rents & Leases - Indexed	L25E1 x L25E2	$0.44031	$0.48670
25F		Weighted Average Locos per Train - Off Branch	Way/Thru L15	3.39569	-
25G1		Crew Wages per Train Mile - Base	E1L104C1	$8.31057	$8.31057
25G2		Crew Wages per Train Mile - Index	Indices	1.004	1.110
25G		Crew Wages per Train Mile - Indexed	L25G1 x L25G2	$8.34635	$9.22570
25H1		Other Cost per Train Mile: Operating - Base	E1L103C1	$0.25419000	$0.25419000
25H2		Other Cost per Train Mile: Operating - Index	Indices	1.004	1.110
25H		Other Cost per Train Mile: Operating - Indexed	L25H1 x L25H2	$0.25528	$0.28218
25I1		Other Cost per Train Mile: Depr Rents & Leases - Base	E1L103C2	$0.00081887	$0.00081887
25I2		Other Cost per Train Mile: Depr Rents & Leases - Index	Indices	1.004	1.110
25I		Other Cost per Train Mile: Depr Rents & Leases - Indexed	L25I1 x L25I2	$0.00082	$0.00091
25J		Average Train GTM: Non-ROI	((L25A + L25B) x L25C + (L25D + L25E) x L25F + L25G + L25H + L25I) / L25C	$0.00698	$0.00000
26A		Average Miles Between I/I Switches	E2L1XXC23	200	200

Off-Branch Costs - Freight Car

Line	Own	Item	Source/Formula	Base Year Car Type 1 Hopper-Covered	Forecast Year Car Type 1 Hopper-Covered
26B		I/I Switching per Car Mile: Non-ROI	L22L / L26A	$0.02662	$0.02943
26C		Running Miles per Day	E2L1XXC22	422.54250	422.54250
26D		Car Days per I/I Switch	E2L1XXC13	0.50000	0.50000
26E		Tare Tons per Car	E2L1XXC1	31.40000	31.40000
26F		Average Non-ROI Cost per Car Mile	((L9B x L22A x L22E x L22F) + (L17A x L22G x L22H) + (L17B x L22F) - (L17C x L22F)) / L8	$0.04813	$0.05060
26G	RR	Car Mile Cost: Average Non-ROI Cost per Car Mile	(L26B + L26F + (L22M / L26C) + (L26D x (L22M / 200)) + (L26E x L25J)) x L24D	$0.73841	$0.32630
27	PV	Modified Terminal: Non-ROI	L22L x L21B + L22B + L22N	$19.26570	$21.29550
28	PV	Normal Terminal: Non-ROI	L23A x L23C + L22B	$50.11991	$55.40041
29	PV	I/C Terminal: Non-ROI	L24C x L21B	$23.29386	$25.74804
30	PV	Car Mile Costs: Non-ROI	L20E +(L26B + L26E x L25J) x L21B	$0.50405	$0.07542
31A		Switch Engine Minutes - ROI Exp Unit Cost	E1L111C3	$0.15864	$0.15864
31B		I/I Switching: ROI	L22I x L31A	$0.16123	$0.16123
31C	RR	Modified Terminal: ROI	(L12N x 2 + L31B) x L24D	$89.67041	$28.25285
32A		O/D Switching: ROI	L23B x L31A	$0.64492	$0.64492
32B	RR	Normal Terminal: ROI	L23A x L32A + L23A x L23D x L12N	$91.47636	$29.48444
33A		I/C Switch Cost: ROI	L24B x L31A	$0.35471	$0.35471
33B	RR	I/C Terminal: ROI	(L24A x L12N + L33A) x L24D	$67.71605	$21.65288
34A		Cost per GTM: ROI	E1L101C3	$0.00009500	$0.00009500
34B		Cost per LUM: ROI	E1L105C3	$0.02463	$0.02463
34C		Other Cost per Train Mile: ROI	E1L103C3	$0.00006696	$0.00006696
34D		Ton Mile: ROI	(L34A x L25C + L34B x L25F + L34C) / L25C	$0.00011	$0.00000
35A		I/I Switch per Car Mile: ROI	L22I x L31A / L26A	$0.00081	$0.00081
35B	RR	Car Mile Cost: Average ROI Cost per Car Mile	(L35A + L12N / L26C + (L26D x L12N / 200 +L26E x (L34A x L25C + L34B x L25F + L34C) / L25C)) x L24D	$0.22591	$0.00000
36	PV	Modified Terminal: ROI	L31B x L21B	$0.32061	$0.32061
37	PV	Normal Terminal: ROI	L23A x L32A	$1.28984	$1.28984

Off-Branch Costs - Freight Car

Line	Own	Item	Source/Formula	Base Year Car Type 1 Hopper-Covered	Forecast Year Car Type 1 Hopper-Covered
38	PV	I/C Terminal: ROI	L33A x L21B	$0.70534	$0.70534
39	PV	Ton Mile: ROI	L34D	$0.00011	$0.00000
40	PV	Car Mile Cost: ROI	(L35A + L26E x (L34A x L25C + L34B x L25F + L34C) / L25C) x L21B	$0.00853	$0.00000

Off-Branch Costs - Way/Thru

Line	Item	Source/Formula	Base Year Car Type 1 Hopper-Covered	Forecast Year Car Type 1 Hopper-Covered
1	Average Miles/Car in Way Train	E2L201C1	11.59395	11.59395
2	Circuity Average	E2L101C7 through E2L116C7	1.143	1.143
3	Circuity Factor	E2L101C6 through E2L116C6	1.154	1.154
4	Empty/Loaded Ratio	E2L101C4 through E2L116C4	2.15042	2.15042
5	Way Train Miles per Local to Road Terminal	(L1 / L2) x (L3 / L4)	5.44337	5.44337
6	Loaded Miles - Way Train - Off-Branch	L5 x (Input RR Local Carloads + Input PV Local Carloads)	2,035.8204	-
7	Loaded Miles - Thru Train - Off-Branch	Input RR Off-Branch Car Miles + Input PV Off-Branch Car Miles - L6	577,883.2	-
8	Percentage Way Train	L6 / (Input RR Off-Branch Car Miles + Input PV Off-Branch Car Miles)	0.0035	-
9	Percentage Thru Train	L7 / (Input RR Off-Branch Car Miles + Input PV Off-Branch Car Miles)	0.9965	-
10	Average Train Tons - Thru	E2L213C1	5,327	5,327
11	Average Train Tons - Way	E2L212C1	1,960	1,960
12	Weighted Average Train Tons - Off-Branch	(L10 x L9) + (L11 x L8)	5,315.2	-
13	Average Locomotives per Train - Way	E2L209C1	2.04614	2.04614
14	Average Locomotives per Train - Thru	E2L210C1	3.40043	3.40043
15	Weighted Average Locomotives per Train - Off Branch	(L8 x L13) + (L9 x L14)	3.39569	-

Rolla Traffic for Base Period: APR 2006 - MAR 2007

Line	Car Type	Own	STCC	Commodity	BNSF Orig State	BNSF Orig City	BNSF Dest State	BNSF Dest City	Local/Interchange	On-Branch Miles/Unit	Off-Branch Miles/Unit	Total Units	Local Units	Lading Tons	Gross Tons	On-Branch Car-Miles	Off-Branch Car-Miles	Off-Branch GTMs	Total Revenue
1	Hopper-Covered	Private	113110	Barley	ND	Rolla	CA	Perris	Local	17.75	2,465.25	1	1	90	122	18	2,465	300,761	$4,478
2	Hopper-Covered	Private	113110	Barley	ND	Rolla	CA	San Diego	Interchange	17.75	2,578.25	2	-	183	244	36	5,157	629,093	$10,735
3	Hopper-Covered	Private	113110	Barley	ND	Rolla	CA	Stockton	Local	17.75	1,992.25	2	2	180	240	36	3,985	478,140	$8,900
4	Hopper-Covered	Private	113110	Barley	ND	Rolla	CO	Irondale	Local	17.75	1,190.25	1	1	90	120	18	1,190	142,830	$3,509
5	Hopper-Covered	Private	113110	Barley	ND	Rolla	IL	Chicago	Interchange	17.75	887.25	1	-	95	126	18	887	111,794	$3,103
6	Hopper-Covered	Private	113110	Barley	ND	Rolla	MN	Minneapolis	Interchange	17.75	454.25	5	-	450	602	89	2,271	273,459	$13,590
7	Hopper-Covered	Private	113110	Barley	ND	Rolla	MN	Winona	Local	17.75	619.25	1	1	90	120	18	619	74,310	$3,038
8	Hopper-Covered	Private	113110	Barley	ND	Rolla	NE	Aurora	Local	17.75	799.25	1	1	93	124	18	799	99,107	$2,127
9	Hopper-Covered	Private	113110	Barley	ND	Rolla	OR	Portland	Local	17.75	1,434.25	3	3	270	361	53	4,303	517,764	$11,211
10	Hopper-Covered	Private	113110	Barley	ND	Rolla	TX	Ft Worth	Local	17.75	1,448.25	2	2	180	240	36	2,897	347,580	$8,442
11	Hopper-Covered	Private	113110	Barley	ND	Rolla	WA	Gibbon	Local	17.75	1,234.25	1	1	95	127	18	1,234	156,750	$2,928
12	Hopper-Covered	Private	113110	Barley	ND	Rolla	WY	Guernsey	Local	17.75	972.25	7	7	630	849	124	6,806	825,440	$30,814
13	Hopper-Covered	Private	113710	Wheat	ND	Rolla	IL	Chicago	Interchange	17.75	887.25	39	-	3,865	5,064	692	34,603	4,493,034	$129,188
14	Hopper-Covered	Private	113710	Wheat	ND	Rolla	MN	Minneapolis	Interchange	17.75	454.25	3	-	299	391	53	1,363	177,612	$6,919
15	Hopper-Covered	Private	113710	Wheat	ND	Rolla	MN	Minneapolis	Local	17.75	454.25	3	3	301	393	53	1,363	178,520	$8,136
16	Hopper-Covered	Private	113710	Wheat	ND	Rolla	MO	Kansas City	Local	17.75	898.25	7	7	697	916	124	6,288	822,797	$24,003
17	Hopper-Covered	Private	113710	Wheat	ND	Rolla	MO	North St Louis	Local	17.75	1,058.25	2	2	198	259	36	2,117	274,087	$7,180
18	Hopper-Covered	Private	113710	Wheat	ND	Rolla	ND	Grand Forks	Local	17.75	137.25	3	3	297	388	53	412	53,253	$3,765
19	Hopper-Covered	Private	113710	Wheat	ND	Rolla	OR	Portland	Local	17.75	1,434.25	5	5	504	660	89	7,171	946,605	$24,570
20	Hopper-Covered	Private	113710	Wheat	ND	Rolla	OR	River Gate	Local	17.75	1,429.25	1	1	99	130	18	1,429	185,803	$4,880
21	Hopper-Covered	Private	113710	Wheat	ND	Rolla	TX	Ft Worth	Interchange	17.75	1,448.25	3	-	297	391	53	4,345	566,266	$12,825
22	Hopper-Covered	Private	113710	Wheat	ND	Rolla	WA	Seattle	Local	17.75	1,379.25	1	1	99	130	18	1,379	179,303	$4,623
23	Hopper-Covered	Private	113710	Wheat	ND	Rolla	WI	Superior	Local	17.75	431.25	4	4	396	518	71	1,725	223,388	$9,860
24	Hopper-Covered	Private	113720	Durum Wheat	ND	Rolla	MN	Hinckley	Local	17.75	484.25	3	3	299	390	53	1,453	188,858	$7,792
25	Hopper-Covered	Private	113720	Durum Wheat	ND	Rolla	WI	Superior	Local	17.75	431.25	12	12	1,188	1,560	213	5,175	672,750	$29,864
26	Hopper-Covered	Private	114210	Flaxseed	ND	Rolla	MO	Kansas City	Interchange	17.75	898.25	1	-	94	125	18	898	112,281	$3,023
27	Hopper-Covered	Private	114210	Flaxseed	ND	Rolla	ND	West Fargo	Local	17.75	214.25	4	4	360	480	71	857	102,840	$5,912
28	Hopper-Covered	Private	114210	Flaxseed	ND	Rolla	WI	Superior	Local	17.75	431.25	2	2	178	240	36	863	103,500	$3,794
29	Hopper-Covered	Private	114410	Soybeans	ND	Rolla	MN	Duluth	Local	17.75	435.25	1	1	99	131	18	435	57,018	$1,934
30	Hopper-Covered	Private	2818170	Urea other than	MB	Emerson	ND	Rolla	Interchange	17.75	260.25	2	-	187	247	36	521	64,282	$3,145
31	Hopper-Covered	Private	2871236	Monoammoniu	TN	Memphis	ND	Rolla	Local	17.75	1,369.25	7	7	670	890	124	9,585	1,218,633	$23,547
32	Hopper-Covered	Rail	113110	Barley	ND	Rolla	CA	Kings Park	Local	17.75	2,146.25	3	3	275	368	53	6,439	789,820	$13,258
33	Hopper-Covered	Rail	113110	Barley	ND	Rolla	CA	Perris	Local	17.75	2,465.25	2	2	180	244	36	4,931	601,521	$9,031
34	Hopper-Covered	Rail	113110	Barley	ND	Rolla	CA	San Diego	Interchange	17.75	2,578.25	16	-	1,461	1,967	284	41,252	5,071,418	$81,575
35	Hopper-Covered	Rail	113110	Barley	ND	Rolla	MN	Minneapolis	Interchange	17.75	454.25	17	-	1,530	2,068	302	7,722	939,389	$46,206
36	Hopper-Covered	Rail	113110	Barley	ND	Rolla	MN	Winona	Interchange	17.75	619.25	1	-	90	122	18	619	75,549	$0
37	Hopper-Covered	Rail	113110	Barley	ND	Rolla	MN	Winona	Local	17.75	619.25	15	15	1,350	1,821	266	9,289	1,127,654	$45,570
38	Hopper-Covered	Rail	113110	Barley	ND	Rolla	MO	St Joseph	Local	17.75	842.25	1	1	90	122	18	842	102,755	$3,111
39	Hopper-Covered	Rail	113110	Barley	ND	Rolla	MT	Sweet Grass	Interchange	17.75	688.25	6	-	540	734	107	4,130	505,176	$13,200
40	Hopper-Covered	Rail	113110	Barley	ND	Rolla	NE	Aurora	Local	17.75	799.25	5	5	462	616	89	3,996	492,338	$10,678
41	Hopper-Covered	Rail	113110	Barley	ND	Rolla	OK	Oklahoma City	Local	17.75	1,245.25	2	2	183	245	36	2,491	305,086	$7,287
42	Hopper-Covered	Rail	113110	Barley	ND	Rolla	OR	Portland	Local	17.75	1,434.25	12	12	1,080	1,460	213	17,211	2,094,005	$44,396
43	Hopper-Covered	Rail	113110	Barley	ND	Rolla	OR	River Gate	Local	17.75	1,429.25	1	1	96	126	18	1,429	180,086	$3,583
44	Hopper-Covered	Rail	113110	Barley	ND	Rolla	TX	Dallas	Interchange	17.75	1,463.25	3	-	270	366	53	4,390	535,550	$11,502
45	Hopper-Covered	Rail	113110	Barley	ND	Rolla	TX	Ft Worth	Local	17.75	1,448.25	1	1	95	127	18	1,448	183,928	$4,138
46	Hopper-Covered	Rail	113110	Barley	ND	Rolla	TX	Saginaw	Local	17.75	1,451.25	2	2	192	255	36	2,903	370,069	$7,520
47	Hopper-Covered	Rail	113110	Barley	ND	Rolla	WA	Fir	Local	17.75	1,378.25	1	1	90	122	18	1,378	168,147	$3,619
48	Hopper-Covered	Rail	113110	Barley	ND	Rolla	WA	Gibbon	Local	17.75	1,234.25	6	6	571	758	107	7,406	935,562	$17,694
49	Hopper-Covered	Rail	113110	Barley	ND	Rolla	WY	Guernsey	Local	17.75	972.25	18	18	1,620	2,181	320	17,501	2,120,477	$79,236
50	Hopper-Covered	Rail	113710	Wheat	ND	Rolla	IL	Chicago	Interchange	17.75	887.25	145	-	14,435	19,003	2,574	128,651	16,860,412	$480,571

Rolla Traffic for Base Period: APR 2006 - MAR 2007

Line	Car Type	Own	STCC	Commodity	BNSF Orig State	BNSF Orig City	BNSF Dest State	BNSF Dest City	Local/Interchange	On-Branch Miles/Unit	Off-Branch Miles/Unit	Total Units	Local Units	Lading Tons	Gross Tons	On-Branch Car-Miles	Off-Branch Car-Miles	Off-Branch GTMs	Total Revenue
51	Hopper-Covered	Rail	113710	Wheat	ND	Rolla	MN	Minneapolis	Interchange	17.75	454.25	12	-	1,192	1,569	213	5,451	712,718	$27,726
52	Hopper-Covered	Rail	113710	Wheat	ND	Rolla	MN	Minneapolis	Local	17.75	454.25	7	7	693	913	124	3,180	414,730	$18,984
53	Hopper-Covered	Rail	113710	Wheat	ND	Rolla	MO	Kansas City	Local	17.75	898.25	21	21	2,079	2,736	373	18,863	2,457,612	$72,147
54	Hopper-Covered	Rail	113710	Wheat	ND	Rolla	MO	North St Louis	Local	17.75	1,058.25	20	20	1,983	2,613	355	21,165	2,765,207	$71,206
55	Hopper-Covered	Rail	113710	Wheat	ND	Rolla	ND	Grand Forks	Local	17.75	137.25	17	17	1,683	2,216	302	2,333	304,146	$21,335
56	Hopper-Covered	Rail	113710	Wheat	ND	Rolla	OR	Portland	Local	17.75	1,434.25	6	6	594	786	107	8,606	1,127,321	$29,361
57	Hopper-Covered	Rail	113710	Wheat	ND	Rolla	OR	River Gate	Local	17.75	1,429.25	8	8	792	1,046	142	11,434	1,494,996	$39,040
58	Hopper-Covered	Rail	113710	Wheat	ND	Rolla	TX	Ft Worth	Interchange	17.75	1,448.25	19	-	1,881	2,478	337	27,517	3,588,764	$81,225
59	Hopper-Covered	Rail	113710	Wheat	ND	Rolla	WA	Seattle	Local	17.75	1,379.25	11	11	1,089	1,435	195	15,172	1,979,224	$50,853
60	Hopper-Covered	Rail	113710	Wheat	ND	Rolla	WA	Tacoma	Local	17.75	1,419.25	5	5	495	653	89	7,096	926,770	$23,885
61	Hopper-Covered	Rail	113710	Wheat	ND	Rolla	WA	Vancouver	Local	17.75	1,423.25	15	15	1,490	1,959	266	21,349	2,788,147	$73,200
62	Hopper-Covered	Rail	113710	Wheat	ND	Rolla	WI	Superior	Local	17.75	431.25	16	16	1,584	2,088	284	6,900	900,450	$39,440
63	Hopper-Covered	Rail	113720	Durum Wheat	ND	Rolla	MN	Hinckley	Local	17.75	484.25	7	7	693	912	124	3,390	441,636	$18,208
64	Hopper-Covered	Rail	113720	Durum Wheat	ND	Rolla	WI	Superior	Local	17.75	431.25	57	57	5,643	7,449	1,012	24,581	3,212,381	$142,119
65	Hopper-Covered	Rail	114210	Flaxseed	ND	Rolla	ND	West Fargo	Local	17.75	214.25	10	10	900	1,211	178	2,143	259,457	$13,928
66	Hopper-Covered	Rail	114210	Flaxseed	ND	Rolla	WA	Seattle	Local	17.75	1,379.25	2	2	196	259	36	2,759	357,226	$8,134
67	Hopper-Covered	Rail	114210	Flaxseed	ND	Rolla	WI	Superior	Local	17.75	431.25	20	20	1,821	2,454	355	8,625	1,058,288	$38,489
68	Hopper-Covered	Rail	114410	Soybeans	ND	Rolla	MN	Duluth	Local	17.75	435.25	3	3	297	388	53	1,306	168,877	$5,802
69	Hopper-Covered	Rail	2871236	Monoammoniu	TX	Houston	ND	Rolla	Local	17.75	1,707.25	6	6	591	780	107	10,244	1,331,655	$26,294
Total	Hopper-Covered	Private										130	74	12,573	16,578	2,308	114,593	14,577,854	$417,835
	Hopper-Covered	Rail										519	300	50,306	66,650	9,212	466,138	59,748,542	$1,683,551
	Total											649	374	62,879	83,228	11,520	580,730	74,326,395	$2,101,386

Off-Branch Costs - Inputs		Base Year Car Type 1	Forecast Year Car Type 1
Own	Item	Hopper-Covered	Hopper-Covered
RR	Total Carloads	519	-
	Local Carloads	300	-
	On-Branch Car Miles	9,961	-
	Off-Branch Car Miles	465,489	-
	Off-Branch GTMs	59,065,229	-
PV	Total Carloads	130	-
	Local Carloads	74	-
	On-Branch Car Miles	2,470	-
	Off-Branch Car Miles	114,430	-
	Off-Branch GTMs	14,557,131	-
Total	Total Carloads	649	-
	Local Carloads	374	-
	On-Branch Car Miles	12,331	-
	Off-Branch Car Miles	579,919	-
	Off-Branch GTMs	74,222,360	-

Off-Branch Costs - Indices

Item	Period
Data Year	2006
Base Year	APR 2006 - MAR 2007
Forecast Year	JAN 2011 - DEC 2011

Item	Index
Data Year PPI	1.587
Base Year PPI	1.594
Forecast Year PPI	1.762
Data to Base	1.004
Data to Forecast	1.110

Global Insights Forecast of Producer Price Index--Finished Goods Other Than Food & Energy

Year	2006	2006	2006	2006	2007	2007	2007	2007	2011	2011	2011	2011
Quarter	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Index	1.579	1.588	1.587	1.594	1.607	1.615	1.623	1.630	1.755	1.759	1.764	1.769

Off-Branch Costs - Cost of Capital

Type	Item	2006 After-Tax Cost	GDP Deflator	Deflated After-Tax Cost	Capital Structure	Weighted Cost	Tax Rate	Pre-Tax Cost
Nominal	Common Equity	11.13%	0.00%	11.13%	76.95%	8.56%	37.00%	13.59%
	Debt	5.97%	0.00%	5.97%	23.05%	1.38%		1.38%
	Overall					9.94%		14.97%
Real	Common Equity	11.13%	7.02%	3.84%	76.95%	2.95%	37.00%	4.68%
	Debt	5.97%	7.02%	0.00%	23.05%	0.00%		0.00%
	Overall					2.95%		4.68%
Deflator (Nominal to Real)								10.29%

GDP Deflator Calculation

	Full-Year 2006	Q1 2010	Q2 2010	Q3 2010	GDP Deflator
Index	103.257	109.952	110.488	111.082	7.02%

Data Sources

1 2006 After-Tax Cost of Capital and Capital Structure from STB Ex Parte No. 558 (Sub-No. 10) Railroad Cost of Capital - 2006, 4/14/08

2 GDP Deflator Indices from Bureau of Economic Analysis National Income and Product Accounts Implicit Price Deflators for Gross Domestic Product - Table 1.1.9.

3 Combined federal and state tax rate of 37% is used.

Off-Branch Costs - Loss & Damage		Base Year			Forecast Year		
		Data to Base Index 1.004			Data to Base Index 1 110	Base to Forecast Index -	
STCC	URCS Cost/Ton	Cost/Ton	Tons	Total Cost	Cost/Ton	Tons	Total Cost
01	$0.0605	$0.0607	-	$0	$0.0671	-	$0
0113	$0 0264	$0.0265	-	$0	$0.0293	-	$0
01195	$3 6800	$3.6958	-	$0	$4.0852	-	$0
012	$0.3023	$0 3036	-	$0	$0.3356	-	$0
013	$0.6030	$0.6056	-	$0	$0 6694	-	$0
10	$0 0170	$0.0170	-	$0	$0.0188	-	$0
11	$0.0030	$0 0030	81,311	$246	$0.0033	-	$0
14	$0.0062	$0.0062	-	$0	$0 0069	-	$0
20	$0.1128	$0.1133	-	$0	$0 1252	-	$0
2011	$0.0000	$0.0000	-	$0	$0 0000	-	$0
202	$0.2620	$0.2631	-	$0	$0 2908	-	$0
203	$0.6120	$0 6147	-	$0	$0 6794	-	$0
204	$0.0315	$0.0316	-	$0	$0 0349	-	$0
2041	$0.0329	$0.0331	-	$0	$0 0365	-	$0
2042	$0 0034	$0.0035	-	$0	$0.0038	-	$0
2043	$0 1380	$0.1386	-	$0	$0.1532	-	$0
2044	$0.1828	$0.1835	-	$0	$0.2029	-	$0
2045	$0 3797	$0.3814	-	$0	$0.4215	-	$0
2046	$0.0134	$0.0135	-	$0	$0.0149	-	$0
2062	$0.0279	$0.0281	-	$0	$0.0310	-	$0
20821	$0.2131	$0.2140	-	$0	$0.2366	-	$0
2084	$0.8449	$0.8486	-	$0	$0 9380	-	$0
20851	$0.1533	$0.1540	-	$0	$0.1702	-	$0
209	$0.0494	$0.0496	-	$0	$0 0548	-	$0
21	$0.0000	$0.0000	-	$0	$0.0000	-	$0
24	$0.0641	$0.0644	-	$0	$0 0711	-	$0
2421	$0 0697	$0.0700	-	$0	$0.0773	-	$0
2432	$0 0749	$0.0752	-	$0	$0.0832	-	$0
25	$1 0151	$1.0194	-	$0	$1 1268	-	$0
26	$0.2684	$0.2695	-	$0	$0.2979	-	$0
26211	$0 3864	$0 3880	-	$0	$0.4289	-	$0
26213	$0.4507	$0 4526	-	$0	$0.5003	-	$0
263	$0 2478	$0 2489	-	$0	$0 2751	-	$0
264	$0 1435	$0.1441	-	$0	$0 1593	-	$0
26471	$0.1230	$0 1235	-	$0	$0 1365	-	$0
28	$0.0512	$0.0514	1,670	$86	$0.0568	-	$0
281	$0 0088	$0.0088	247	$2	$0 0097	-	$0
2812	$0.0278	$0.0279	-	$0	$0.0309	-	$0
282	$0.1427	$0.1434	-	$0	$0.1585	-	$0
289	$0 0439	$0.0440	-	$0	$0.0487	-	$0
29	$0 0056	$0.0056	-	$0	$0.0062	-	$0
30	$0 1217	$0.1223	-	$0	$0.1351	-	$0
301	$0.1345	$0.1351	-	$0	$0 1493	-	$0
32	$0.0281	$0.0282	-	$0	$0.0311	-	$0
321	$0.0800	$0.0803	-	$0	$0.0888	-	$0
3295	$0 0354	$0.0356	-	$0	$0 0393	-	$0
33	$0 0345	$0.0347	-	$0	$0 0383	-	$0
3312	$0 0349	$0.0350	-	$0	$0 0387	-	$0
3352	$0 1129	$0.1133	-	$0	$0 1253	-	$0
34	$0 2944	$0.2957	-	$0	$0 3268	-	$0
344	$1 3789	$1 3848	-	$0	$1.5308	-	$0
35	$0.5652	$0 5676	-	$0	$0 6274	-	$0
351	$0.0000	$0.0000	-	$0	$0 0000	-	$0
352	$2.4299	$2.4403	-	$0	$2 6974	-	$0
353	$0.0538	$0 0541	-	$0	$0 0597	-	$0
36	$0 6748	$0.6777	-	$0	$0.7491	-	$0
361	$4 9571	$4 9785	-	$0	$5.5030	-	$0
363	$0.2053	$0.2062	-	$0	$0.2279	-	$0
365	$6.5651	$6.5933	-	$0	$7.2880	-	$0
37	$1 3006	$1.3062	-	$0	$1.4438	-	$0
37111	$1 6142	$1.6212	-	$0	$1.7920	-	$0
37112	$2.1043	$2.1134	-	$0	$2.3361	-	$0
3714	$0 1764	$0 1772	-	$0	$0.1958	-	$0
44	$0 0348	$0.0349	-	$0	$0 0386	-	$0
45	$0.0690	$0.0693	-	$0	$0.0766	-	$0
46	$0 0913	$0 0917	-	$0	$0.1014	-	$0
461	$0.0911	$0 0915	-	$0	$0 1012	-	$0
48	$0.0034	$0.0034	-	$0	$0 0038	-	$0
XX	$0.0378	$0.0380	-	$0	$0 0420	-	$0
Total			83,228	$334		-	$0

414. RENTS FOR INTERCHANGED FREIGHT TRAIN CARS AND OTHER FREIGHT CARRYING EQUIPMENT

(Dollars in Thousands)

1. Report freight expenses only.
2. Report in this supporting schedule rental information by car type and other freight-carrying equipment relating to the interchange of railroad owned or leased equipment and privately owned equipment (Reporting for leased equipment covers equipment with the carrier's own railroad markings.)
3. The gross amounts receivable and payable for freight-train cars (line 19, columns (b) through (d), and line 19, columns (e) through (g), respectively) should balance with Schedule 410, column (f) lines 231 (credits) and 230 (debits) Trailer and container rentals in this schedule are included in Schedule 410, column (f) lines 315 and 316. However, the trailer and container rentals in this schedule will not balance to lines 315 and 316 of Schedule 410 because those lines include rents for "Other Equipment" which is reported in Schedule 415, column (f) The balancing of Schedules 410, 414, and 415 "Other Equipment" is outlined in note 6 to Schedule 415
4. Report in columns (b) and (e) rentals for private-line cars (whether under railroad control or not) and shipper owned cars.
5. Report in columns (c), (d), (f), and (g) rentals for railroad owned cars prescribed by the Board in Ex Part No. 334, for which rentals are settled on a combination mileage and time basis (basic per diem) Include railroad owned per diem tank cars on line 17

NOTE. Mechanical designations for each car type are shown in Schedule 710.

Line No.	Cross Check	Type of Equipment (a)	GROSS AMOUNTS RECEIVABLE Per Diem Basis			GROSS AMOUNTS PAYABLE Per Diem Basis			Line No
			Private Line Cars (b)	Mileage (c)	Time (d)	Private Line Cars (e)	Mileage (f)	Time (g)	
1		CAR TYPES Box - Plain 40 Foot							1
2		Box - Plain 50 Foot and Longer			2	8,540	1,359	3,049	2
3		Box - Equipped		3,555	11,629	11,917	14,717	36,629	3
4		Gondola - Plain		493	445	1,451	509	1,018	4
5		Gondola - Equipped		1,701	6,001	4	5,273	10,527	5
6		Hopper - Covered		14,170	27,989	11,785	6,984	19,488	6
7		Hopper - Open Top - General Service		995	3,427		1,435	2,374	7
8		Hopper - Open Top - Special Service		977	1,217	9	515	567	8
9		Refrigerator - Mechanical		1,539	4,566	3	259	516	9
10		Refrigerator - Nonmechanical		1,950	4,234	(9)	1,231	2,023	10
11		Flat - TOFC/COFC		9,321	32,131	177,157	10,776	27,759	11
12		Flat - Multi-Level		1,182	2,172	24,825	2,811	5,040	12
13		Flat - General Service		9	18	87	100	131	13
14		Flat - Other		1,718	3,957	29,402	7,521	16,376	14
15		Tank - Under 22,000 Gallons			10	5,752			15
16		Tank - 22,000 Gallons and Over		2	18	2,522			16
17		All Other Freight Cars		43	163	25	71	1,084	17
18		Auto Racks			674	15,939		801	18
19		TOTAL FREIGHT TRAIN CARS		37,655	98,653	289,409	53,561	127,382	19
20		OTHER FREIGHT CARRYING EQUIPMENT Refrigerated Trailers							20
21		Other Trailers			40,000	9,393		4,494	21
22		Refrigerated Containers							22
23		Other Containers							23
24	*	TOTAL TRAILERS AND CONTAINERS			40,000	9,393		4,494	24
25		GRAND TOTAL (Lines 19 and 24)		37,655	138,653	298,802	53,561	131,876	25

415. SUPPORTING SCHEDULE - EQUIPMENT

(Dollars in Thousands)

Line No.	Cross Check	Types of equipment (a)	Repairs (net expense) (b)	Depreciation Owned (c)	Depreciation Capitalized lease (d)	Amortization Adjustment net during year (e)	Line No.
		LOCOMOTIVES					
1		Diesel Locomotives - Yard	29,811	515			1
2		Diesel Locomotives - Road	566,403	81,562	52,087		2
3		Other Locomotives - Yard		3,532			3
4		Other Locomotives - Road					4
5	*	TOTAL LOCOMOTIVES	596,214	85,609	52,087		5
		FREIGHT TRAIN CARS					
6		Box - Plain 40 foot		1			6
7		Box - Plain 50 foot and longer	1,980	258			7
8		Box - Equipped	23,539	2,776			8
9		Gondola - Plain	46,958	1,833			9
10		Gondola - Equipped	15,579	2,338			10
11		Hopper - Covered	69,267	13,036			11
12		Hopper - Open Top - General Service	14,641	2,988			12
13		Hopper - Open Top - Special Service	15,269	967			13
14		Refrigerator - Mechanical	4,115	466			14
15		Refrigerator - Nonmechanical	2,752	2,644			15
16		Flat - TOFC/COFC	18,311	45			16
17		Flat - Multi-level	154	511			17
18		Flat - General Service	5,041	45			18
19		Flat - Other	18,374	2,001			19
20		All Other Freight Cars	24,768	139			20
21		Cabooses	77	131			21
22		Auto Racks		4,418			22
23		Miscellaneous Accessories	77	553			23
24	*	TOTAL FREIGHT TRAIN CARS	260,902	35,150			24
		OTHER EQUIPMENT - REVENUE FREIGHT					
		HIGHWAY EQUIPMENT					
25		Refrigerated Trailers	3,542				25
26		Other Trailers	3,893				26
27		Refrigerated Containers					27
28		Other Containers	3,659	383			28
29		Bogies					29
30		Chassis	11,679	(1,247)			30
31		Other Highway Equipment (Freight)	679	72			31
32	*	TOTAL HIGHWAY EQUIPMENT	23,452	(792)			32
		FLOATING EQUIPMENT - REVENUE SERVICE					
33		Marine Line-Haul					33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT					35
		OTHER EQUIPMENT					
36		Passenger & Other Revenue Equipment					36
	*	(Freight Portion)	5,327				
37	*	Computer Systems & Word Processing Equip.	922	53,563			37
38	*	Machinery - Locomotives (1)	3,349	4,516			38
39	*	Machinery - Freight Cars (2)	1,946	2,615			39
40	*	Machinery - Other Equipment (3)	109	792			40
41	*	Work and Other Nonrevenue Equipment	11,659	20,659	28,133		41
42		TOTAL OTHER EQUIPMENT	23,312	82,145	28,133		42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	903,880	202,112	80,220		43

(1) Data reported on line 38, column (b) is the amount reported in Sched. 410, column (f), line 203, reduced by the allocable portion of line 216.
(2) Data reported on line 39, column (b) is the amount reported in Sched. 410, column (f), line 222, reduced by the allocable portion of line 235.
(3) Data reported on line 40, column (b) is the amount reported in Sched. 410, column (f), line 306, reduced by the allocable portion of line 320

415. SUPPORTING SCHEDULE - EQUIPMENT - (Continued)

Line No.	Cross Check	Lease & rentals (net) (f)	Investment base as of 12/31 Owned (g)	Investment base as of 12/31 Capitalized lease (h)	Accumulated depreciation as of 12/31 Owned (i)	Accumulated depreciation as of 12/31 Capitalized lease (j)	Line No.
1			49,394		16,663		1
2			2,107,297	1,161,298	888,540	343,770	2
3			67,367		15,362		3
4		283,203	1,207				4
5	*	283,203	2,225,265	1,161,298	920,565	343,770	5
6			68		(161)		6
7			11,212		5,256		7
8		15,919	121,137		19,302		8
9			94,609		31,520		9
10		44,271	120,095		55,929		10
11		86,431	424,612		158,580		11
12			148,891		57,690		12
13		22,826	59,743		20,579		13
14			21,145		1,178		14
15		11,234	118,746		30,886		15
16		72,998	14,304		7,040		16
17			11,946		4,936		17
18			2,497		463		18
19		15,177	95,160		47,497		19
20		699	14,954		7,311		20
21			13,308		12,320		21
22		16,419	61,286		26,602		22
23			11,715		35		23
24	*	285,974	1,345,428		486,963		24
25							25
26		7,816					26
27							27
28		12,898	7,707		7,639		28
29							29
30		22,976	7,447		4,999		30
31							31
32	*	43,690	15,154		12,638		32
33							33
34							34
35	*						35
36	*						36
37	*		434,038		86,903		37
38	*		109,684		45,133		38
39	*		63,501		26,130		39
40	*	384	19,243		7,918		40
41	*	(62)	347,690	173,864	181,135	57,329	41
42		322	974,156	173,864	347,219	57,329	42
43		613,189	4,560,003	1,335,162	1,767,385	401,099	43

(1) Data reported on lines 38, 39, and 40 in columns (g) and (h) are investment recorded in property account 44, allocated to locomotives, freight cars, and other equipment.

(2) Depreciation reported on lines 38, 39, and 40 in column (c) is calculated by multiplying the investment in each element by the effective composite rate for property account 44, and then adding or subtracting the adjustment reported in column (e). This calculation should equal the amount shown in column (c), Schedule 335.

710. INVENTORY OF EQUIPMENT
UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year: Units Installed: New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)	Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year: Owned and used (h)	Leased from others (i)	Total in service of respondent [col (h) & (i)] (j)	Aggregate capacity of units reported in col (j) (See Ins. 7) (k)	Leased to others (l)	Line No.
		Locomotive Units												
1		Diesel-freight units	4,567		362	3	204	68	2,167	2,901	5,068	(HP) 19,863,070		1
2		Diesel-passenger units												2
3		Diesel-multiple purpose units	959			3	121	63	803	217	1,020	2,273,747		3
4		Diesel-switching units	225			1	7	30	191	12	203	277,300		4
5	*	TOTAL (lines 1 to 4) units	5,751		362	7	332	161	3,161	3,130	6,291	22,414,117		5
6	*	Electric locomotives												6
7	*	Other self-powered units												7
8	*	TOTAL (lines 5, 6, and 7)	5,751		362	7	332	161	3,161	3,130	6,291	22,414,117		8
9	*	Auxiliary units	39						39		39	N/A		9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	5,790		362	7	332	161	3,200	3,130	6,330	22,414,117		10

DISTRIBUTION OF LOCOMOTIVE UNITS IN SERVICE OF RESPONDENT AT CLOSE OF YEAR BUILT, DISREGARDING YEAR OF REBUILDING

Line No.	Cross Check	Type or design of units (a)	Before Jan 1,1985 (b)	Between Jan 1, 1985 and Dec 31, 1989 (c)	Between Jan 1, 1990 and Dec 31, 1994 (d)	Between Jan 1, 1995 and Dec 31, 1999 (e)	Between Jan 1, 2000 and Dec 31, 2004 (f)	During Calendar Year: 2005 (g)	2006 (h)	2007 (i)	2008 (j)	2009 (k)	TOTAL (l)	Line No.
11	*	Diesel	1,609	355	932	1,673	1,018	328	376				6,291	11
12	*	Electric												12
13	*	Other self-powered units												13
14	*	TOTAL (lines 11 to 13)	1,609	355	932	1,673	1,018	328	376				6,291	14
15	*	Auxiliary units	23	4	12								39	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	1,632	359	944	1,673	1,018	328	376				6,330	16

710. INVENTORY OF EQUIPMENT (Continued)
UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year: Units Installed: New units purchased or built (c)	Changes During the Year: Units Installed: New units leased from others (d)	Changes During the Year: Units Installed: Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	Changes During the Year: Units Installed: All other units including reclassification and second hand units purchased or leased from others (f)	Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year: Owned and used (h)	Units at Close of Year: Leased from others (i)	Units at Close of Year: Total in service of respondent [col (h) & (i)] (j)	Units at Close of Year: Aggregate capacity of units reported in col (j) (See ins. 7) (k)	Units at Close of Year: Leased to others (l)	Line No
		Passenger-Train Cars												
		Non-Self-Propelled												
17		Coaches (PA, PB, PBO)	179					14		165	165	23,760		17
18		Combined cars (All class C, except CSB)												18
19		Parlor cars (PBC, PC, PL, PO)												19
20		Sleeping cars (PS, PT, PAS, PDS)												20
21		Dining, grill, & tavern cars (All class D, PD)										N/A		21
22		Nonpassenger carrying cars (All class B, CSB, M, PSA, IA)										N/A		22
23		TOTAL (Lines 17 to 22)	179					14		165	165	23,760		23
		Self-Propelled												
24		Electric passenger cars (EP, ET)												24
25		Electric combined cars (EC)												25
26		Internal combustion rail motorcars (ED, EG)												26
27		Other self-propelled cars (Specify types)												27
28		TOTAL (Lines 24 to 27)												28
29		TOTAL (Lines 23 and 28)	179					14		165	165	23,760		29
		Company Service Cars												
30		Business cars (PV)	34			1	3		38		38	N/A		30
31		Board outfit cars (MWX)	75				1		76		76	N/A		31
32		Derrick & snow removal cars (MWU, MWV, MWW, MWK)	94					5	89		89	N/A		32
33		Dump and ballast cars (MWB, MWD)	1,319			3		250	1,053	19	1,072	N/A		33
34		Other maintenance and service equipment cars	2,569			6	170	38	2,707		2,707	N/A		34
35		TOTAL (Lines 30 to 34)	4,091			10	174	293	3,963	19	3,982	N/A		35

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.
2. In Column (d) give the number of units purchased or built in company shops. In Column (e) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.
3. Units leased to others for a period of one year or more are reportable in Column (n). Units temporarily out of respondent's service and rented to others for less than one year are to be included in Column (i) Units rented from others for a period less than one year should not be included in Column (j).

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year: Time-mileage cars (b)	Units in service of respondent at beginning of year: All Others (c)	Changes during the year: Units installed: New units purchased or built (d)	Changes during the year: Units installed: New or rebuilt units leased from others (e)	Changes during the year: Units installed: Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	Changes during the year: Units installed: All other units, including reclassification and second hand units purchased or leased from others (g)	Line No.
		FREIGHT TRAIN CARS							
36		Plain box cars - 40' (B1__, B2__)	22						36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5__, B6__ B7__, B8__)	5						37
38		Equipped box cars (All Code A, Except A_5_)	8,658			379	169	1	38
39		Plain gondola cars (All Codes G & J, J__1, J__2, J__3, J__4)	6,060			1,170	21	864	39
40		Equipped gondola cars (All Code E)	6,519			200	396		40
41		Covered hopper cars (C__1, C__2, C__3, C__4)	34,631			1,708	383		41
42		Open top hopper cars - general service (All Code H)	6,537				159		42
43		Open top hopper cars - special service (J__O), and All Code K)	4,436			832			43
44		Refrigerator cars - mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)	1,716						44
45		Refrigerator cars - nonmechanical (R_0_, R_1_, R_2_)	3,267				131		45
46		Flat cars - TOFC/COFC (All Code P, Q, & S, Except Q8_)	4,527			1,107		824	46
47		Flat cars - multilevel (All Code V)	748				119		47
48		Flat cars - general service (F10_, F20_, F30_)	147						48
49		Flat cars - other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)	3,863			900	129	250	49
50		Tank cars - under 22,000 gal (T__0, T__1, T__2, T__3, T__4, T__5)	131						50
51		Tank cars - 22,000 gal. and over (T__6, T__7, T__8, T__9)	291			43			51
52		All other freight cars (A_5_, F_7_, All Code L & Q8__)	66					26	52
53		TOTAL (Lines 36 to 52)	81,624			6,339	1,507	1,965	53
54		Caboose (All Code M-930)	N/A	257					54
55		TOTAL (Lines 53 and 54)	81,624	257		6,339	1,507	1,965	55

710. INVENTORY OF EQUIPMENT - Continued

4. Column (m) should show aggregate capacity for all units reported in Columns (k) and (l), as follows. For freight-train cars, report the nominal capacity (in tons of 2,000 lbs) as provided for in Rule 86 of the AAR Code of Rules Governing Cars in Interchange. Convert the capacity of tank cars to capacity in tons of the commodity which the car is intended to customarily carry.

5. Time-mileage cars refers to freight cars, other than cabooses, owned or held under lease arrangement, whose interline rental is settled on a per diem and line haul mileage basis under "Code of Car Hire Rules" or would be so settled if used by another railroad

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col (i) & (j)) Time-mileage cars (k)	Total in service of respondent (col (i) & (j)) All Others (l)	Aggregate capacity of units reported in col (k) & (l) (see ins. 4) (m)	Leased to Others (n)	
36		4	18		18		1,078		36
37		1	4		4		252		37
38		292	5,496	3,419	8,915		779,507		38
39		155	1,972	5,988	7,960		826,547		39
40		1,077	4,165	1,873	6,038		590,920		40
41		3,234	16,181	17,307	33,488		3,502,056		41
42		369	6,183	144	6,327		598,689		42
43		318	1,151	3,799	4,950		510,353		43
44		32	798	886	1,684		143,807		44
45		451	2,947		2,947		232,316		45
46		192	122	6,144	6,266		1,490,986		46
47		226	482	159	641		27,624		47
48		5	142		142		10,292		48
49		168	2,611	2,363	4,974		459,585		49
50		11	120		120		9,256		50
51		28	263	43	306		28,920		51
52			92		92		6,620		52
53		6,563	42,747	42,125	84,872		9,218,808		53
54		8	249		N/A	249	N/A		54
55		6,571	42,996	42,125	84,872	249	9,218,808		55

710. INVENTORY OF EQUIPMENT - Continued

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year: Per diem (b)	Units in service of respondent at beginning of year: All Others (c)	Changes during the year: Units installed: New units purchased or built (d)	Changes during the year: Units installed: New units leased from others (e)	Changes during the year: Units installed: Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	Changes during the year: Units installed: All other units, including reclassification and second hand units purchased or leased from others (g)	Line No.
56		FLOATING EQUIPMENT Self-propelled vessels (tugboats, car ferries, etc.)	N/A						56
57		Non-self-propelled vessels (car floats, lighters, etc.)	N/A						57
58		TOTAL (Lines 56 and 57)	N/A						58
59		HIGHWAY REVENUE EQUIPMENT Chassis (Z1_, Z67_, Z68_, Z_69_)		12,649	54	3,500			59
60		Dry van (U2_, Z_, Z6_, I-6)		12,328					60
61		Flat bed (U3__, Z3__)							61
62		Open bed (U4__, Z4__)							62
63		Mechanical refrigerator (U5_, Z5_)							63
64		Bulk hopper (U0__, Z0__)							64
65		Insulated (U7__, Z7__)							65
66		Tank (Z0__, U6__) (See note)							66
67		Other trailer and container (Special equipped dry van U9__, Z8__, Z9__)							67
68		Tractor							68
69		Truck							69
70		TOTAL (Lines 59 to 69)		24,977	54	3,500			70

NOTES AND REMARKS

Note: Line 66 (Tank) must have fitting code "CN" to qualify as a tank, otherwise it is a bulk hopper.

710. INVENTORY OF EQUIPMENT - Concluded

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						
		Units retired from service of respondent whether owned or leased including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col (i) & (j))		Aggregate capacity of units reported in col (k) & (l) (see ins. 4) (m)	Leased to Others (n)	Line No
					Per diem (k)	All Others (l)			
56					N/A				56
57					N/A				57
58					N/A				58
59		3,354	958	11,891		12,849	740,053		59
60		7,844	775	3,709		4,484	298,665		60
61									61
62									62
63									63
64									64
65									65
66									66
67									67
68									68
69									69
70		11,198	1,733	15,600		17,333	1,038,718		70

NOTES AND REMARKS

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No
1		1 Miles of Road Operated (A)	31,910		1
2		2 Train Miles - Running (B)			2
		2-01 Unit Trains	57,198,679	XXXXXX	
3		2-02 Way Trains	8,099,543	XXXXXX	3
4		2-03 Through Trains	109,504,498		4
5		2-04 TOTAL TRAIN MILES (Lines 2-4)	174,802,720		5
6		2-05 Motorcars (C)			6
7		2-07 TOTAL ALL TRAINS (Lines 5 and 6)	174,802,720		7
8		3 Locomotive Unit Miles (D) Road Service (E)			8
		3-01 Unit Trains	166,921,299	XXXXXX	
9		3-02 Way Trains	16,572,802	XXXXXX	9
10		3-03 Through Trains	372,362,799		10
11		3-04 TOTAL (Lines 8-10)	555,856,900		11
12		3-11 Train Switching (F)	4,689,213	XXXXXX	12
13		3-21 Yard Switching (G)	13,944,240		13
14		3-31 TOTAL ALL SERVICES (Lines 11-13)	574,490,353		14
15		4 Freight Car-Miles (thousands) (H) 4-01 RR Owned and Leased Cars - Loaded			15
		4-010 Box-Plain 40-Foot	4	XXXXXX	
16		4-011 Box-Plain 50-Foot and Longer	13,481	XXXXXX	16
17		4-012 Box-Equipped	222,722	XXXXXX	17
18		4-013 Gondola-Plain	284,897	XXXXXX	18
19		4-014 Gondola-Equipped	104,823	XXXXXX	19
20		4-015 Hopper-Covered	663,865	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	76,176	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	139,545	XXXXXX	22
23		4-018 Refrigerator-Mechanical	26,344	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	62,123	XXXXXX	24
25		4-020 Flat-TOFC/COFC	448,952	XXXXXX	25
26		4-021 Flat-Multi-Level	43,001	XXXXXX	26
27		4-022 Flat-General Service	440	XXXXXX	27
28		4-023 Flat-All Other	114,739	XXXXXX	28
29		4-024 All Other Car Types-Total	3,181	XXXXXX	29
30		4-025 TOTAL (Lines 15-29)	2,204,293	XXXXXX	30

755. RAILROAD OPERATING STATISTICS - (Continued)

Line No	Cross Check	Item Description (a)		Freight Train (b)	Passenger Train (c)	Line No
		4-11	RR Owned and Leased Cars - Empty			
31		4-110	Box-Plain 40-Foot	21	XXXXXX	31
32		4-111	Box-Plain 50-Foot and Longer	10,475	XXXXXX	32
33		4-112	Box-Equipped	171,086	XXXXXX	33
34		4-113	Gondola-Plain	287,735	XXXXXX	34
35		4-114	Gondola-Equipped	91,345	XXXXXX	35
36		4-115	Hopper-Covered	651,564	XXXXXX	36
37		4-116	Hopper-Open Top-General Service	81,620	XXXXXX	37
38		4-117	Hopper-Open Top-Special Service	133,154	XXXXXX	38
39		4-118	Refrigerator-Mechanical	20,623	XXXXXX	39
40		4-119	Refrigerator-Non-Mechanical	40,487	XXXXXX	40
41		4-120	Flat-TOFC/COFC	82,213	XXXXXX	41
42		4-121	Flat-Multi-Level	11,508	XXXXXX	42
43		4-122	Flat-General Service	940	XXXXXX	43
44		4-123	Flat-All Other	111,445	XXXXXX	44
45		4-124	All Other Car Types-Total	21,210	XXXXXX	45
46		4-125	TOTAL (Lines 31-45)	1,715,426	XXXXXX	46
		4-13	Private Line Cars - Loaded (H)			
47		4-130	Box-Plain 40-Foot		XXXXXX	47
48		4-131	Box-Plain 50-Foot and Longer	21,213	XXXXXX	48
49		4-132	Box-Equipped	27,035	XXXXXX	49
50		4-133	Gondola-Plain	979,794	XXXXXX	50
51		4-134	Gondola-Equipped	81,852	XXXXXX	51
52		4-135	Hopper-Covered	389,312	XXXXXX	52
53		4-136	Hopper-Open Top-General Service	83,001	XXXXXX	53
54		4-137	Hopper-Open Top-Special Service	734,145	XXXXXX	54
55		4-138	Refrigerator-Mechanical	3,849	XXXXXX	55
56		4-139	Refrigerator-Non-Mechanical	482	XXXXXX	56
57		4-140	Flat-TOFC/COFC	1,072,975	XXXXXX	57
58		4-141	Flat-Multi-Level	211,901	XXXXXX	58
59		4-142	Flat-General Service	160	XXXXXX	59
60		4-143	Flat-All Other	85,714	XXXXXX	60
61		4-144	Tank Under 22,000 Gallons	145,543	XXXXXX	61
62		4-145	Tank - 22,000 Gallons and Over	271,440	XXXXXX	62
63		4-146	All Other Car Types-Total	28,970	XXXXXX	63
64		4-147	TOTAL (Lines 47-63)	4,137,386	XXXXXX	64

755. RAILROAD OPERATING STATISTICS - (Continued)

Line No.	Cross Check	Item Description (a)		Freight Train (b)	Passenger Train (c)	Line No
		4-15	Private Line Cars - Empty (H)			
65		4-150	Box-Plain 40-Foot		XXXXXX	65
66		4-151	Box-Plain 50-Foot and Longer	6,790	XXXXXX	66
67		4-152	Box-Equipped	13,569	XXXXXX	67
68		4-153	Gondola-Plain	990,685	XXXXXX	68
69		4-154	Gondola-Equipped	86,700	XXXXXX	69
70		4-155	Hopper-Covered	384,840	XXXXXX	70
71		4-156	Hopper-Open Top-General Service	81,807	XXXXXX	71
72	*	4-157	Hopper-Open Top-Special Service	749,169	XXXXXX	72
73		4-158	Refrigerator-Mechanical	4,181	XXXXXX	73
74		4-159	Refrigerator-Non-Mechanical	550	XXXXXX	74
75		4-160	Flat-TOFC/COFC	178,474	XXXXXX	75
76		4-161	Flat-Multi-Level	51,622	XXXXXX	76
77		4-162	Flat-General Service	289	XXXXXX	77
78		4-163	Flat-All Other	75,061	XXXXXX	78
79		4-164	Tank Under 22,000 Gallons	147,044	XXXXXX	79
80		4-165	Tank - 22,000 Gallons and Over	284,844	XXXXXX	80
81		4-166	All Other Car Types-Total	14,053	XXXXXX	81
82		4-167	TOTAL (Lines 65-81)	3,069,678	XXXXXX	82
83		4-17	Work Equipment and Company Freight Car-Miles	59,568	XXXXXX	83
84		4-18	No Payment Car-Miles (I) <1>		XXXXXX	84
		4-19	Total Car-Miles by Train Type (Note)			
85		4-191	Unit Trains	5,936,477	XXXXXX	85
86		4-192	Way Trains	204,548	XXXXXX	86
87		4-193	Through Trains	5,045,326	XXXXXX	87
88		4-194	TOTAL (Lines 85-87)	11,186,351	XXXXXX	88
89		4-20	Caboose Miles	128	XXXXXX	89

<1> Total number of loaded miles _____ and empty miles _____ by roadrailer reported above

Note Line 88, total car miles, is equal to the sum of lines 30, 46, 64, 82, 83, and 84 Accordingly, the car miles reported on lines 83 and 84 are to be allocated to lines 85, 86, and 87, and included in the total shown on line 88

755. RAILROAD OPERATING STATISTICS - (Concluded)

Line No	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No
		6 Gross Ton-Miles (thousands) (K)			
98		6-01 Road Locomotives	103,828,631		98
		6-02 Freight Trains, Crs , Cnts, & Caboose			
99		6-020 Unit Trains	520,706,494	XXXXXX	99
100		6-021 Way Trains	15,878,055	XXXXXX	100
101		6-022 Through Trains	583,343,613	XXXXXX	101
102		6-03 Passenger Trains, Crs, & Cnts			102
103		6-04 Non-Revenue	3,883,333	XXXXXX	103
104		6-05 TOTAL (Lines 98 - 103)	1,227,640,126		104
		7 Tons of Freight (thousands)			
105		7-01 Revenue	651,930	XXXXXX	105
106		7-02 Non-Revenue	6,937	XXXXXX	106
107		7-03 TOTAL (Lines 105 and 106)	658,867	XXXXXX	107
		8 Ton-Miles of Freight (thousands) (L)			
108		8-01 Revenue - Road Service	640,194,796	XXXXXX	108
109		8-02 Revenue - Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (Lines 108 and 109)	640,194,796	XXXXXX	110
111		8-04 Non-Revenue - Road Service	2,219,865	XXXXXX	111
112		8-05 Non-Revenue - Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (Lines 111 and 112)	2,219,865	XXXXXX	113
114		8-07 TOTAL - REVENUE & NON-REVENUE (Lines 110 and 113)	642,414,661	XXXXXX	114
		9 Train Hours (M)			
115		9-01 Road Service	10,230,976	XXXXXX	115
116		9-0 Train Switching	302,352	XXXXXX	116
117		10 TOTAL YARD-SWITCHING HOURS (N)	2,403,392	XXXXXX	117
		11 Train-Miles Work Trains (O)			
118		11-01 Locomotives	2,066,741	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12 Number of Loaded Freight Cars (P)			
120		12-01 Unit Trains	4,316,874	XXXXXX	120
121		12-02 Way Trains	2,901,735	XXXXXX	121
122		12-03 Through Trains	6,281,550	XXXXXX	122
123		13 TOFC/COFC- No of Revenue Trailers & Containers Loaded and Unloaded (Q)	8,722,856	XXXXXX	123
124		14 Multi-Level Cars - No of Motor Vehicles Loaded & Unloaded (Q)	2,176,486	XXXXXX	124
125		15 TOFC/COFC - No of Revenue Trailers Picked Up & Delivered (R)	326,958	XXXXXX	125
		16 Revenue-Tons Marine Terminal (S)			
126		16-01 Marine Terminals - Coal		XXXXXX	126
127		16-02 Marine Terminals - Ore	11,479,832	XXXXXX	127
128		16-03 Marine Terminals - Other		XXXXXX	128
129		16-04 TOTAL (Lines 126 - 128)	11,479,832	XXXXXX	129
		17 Number of Foreign Per-Diem Cars on Line (T)			
130		17-01 Serviceable	16,330	XXXXXX	130
131		17-02 Unserviceable	134	XXXXXX	131
132		17-03 Surplus	181	XXXXXX	132
133		17-04 TOTAL (Lines 130 - 132)	16,645	XXXXXX	133
134		TOFC/COFC - Average No of Units Loaded Per Car	6 29	XXXXXX	134

BNSF 6003 Rail Miles Inquiry

Search Date - Nov 10 , 2010 | Effective Date - Nov 10 , 2010

Origin			Destination			Rail Miles
City	State	SPLC	City	State	SPLC	
BISBEE	ND	512165	AURORA	NE	554940	798
BISBEE	ND	512165	CHICAGO	IL	380000	886
BISBEE	ND	512165	DALLAS	TX	667300	1462
BISBEE	ND	512165	DULUTH	MN	500900	434
BISBEE	ND	512165	EMERSON	MB	80139	259
BISBEE	ND	512165	FIR	WA	844398	1377
BISBEE	ND	512165	FT WORTH	TX	668200	1447
BISBEE	ND	512165	GIBBON	WA	848153	1233
BISBEE	ND	512165	GRAND FORKS	ND	511740	136
BISBEE	ND	512165	GUERNSEY	WY	728119	971
BISBEE	ND	512165	HINCKLEY	MN	501868	483
BISBEE	ND	512165	HOUSTON	TX	684800	1706
BISBEE	ND	512165	IRONDALE	CO	744184	1189
BISBEE	ND	512165	KANSAS CITY	MO	566900	897
BISBEE	ND	512165	KINGS PARK	CA	879556	2145
BISBEE	ND	512165	MEMPHIS	TN	439900	1368
BISBEE	ND	512165	MINNEAPOLIS	MN	504600	453
BISBEE	ND	512165	NORTH ST LOUIS	MO	567507	1057
BISBEE	ND	512165	OKLAHOMA CITY	OK	626200	1244
BISBEE	ND	512165	PERRIS	CA	886571	2464
BISBEE	ND	512165	PORTLAND	OR	853470	1433
BISBEE	ND	512165	RIVER GATE	OR	853474	1428
BISBEE	ND	512165	ROLLA	ND	512334	19
BISBEE	ND	512165	SAGINAW	TX	668141	1450
BISBEE	ND	512165	SAN DIEGO	CA	889000	2577
BISBEE	ND	512165	SEATTLE	WA	845200	1378
BISBEE	ND	512165	ST JOSEPH	MO	566330	841
BISBEE	ND	512165	STOCKTON	CA	875640	1991
BISBEE	ND	512165	SUPERIOR	WI	323130	430
BISBEE	ND	512165	SWEET GRASS	MT	703323	687
BISBEE	ND	512165	TACOMA	WA	846200	1418
BISBEE	ND	512165	VANCOUVER	WA	849990	1422
BISBEE	ND	512165	WEST FARGO	ND	514753	213
BISBEE	ND	512165	WINONA	MN	507324	618
CHURCHS FERRY	ND	511657	ROLLA	ND	512334	47
MINOT	ND	513670	ROLLA	ND	512334	141

Table 1.1.9. Implicit Price Deflators for Gross Domestic Product
[Index numbers, 2005=100]
Annual data from 1969 To 2009
Bureau of Economic Analysis
Data published October 29, 2010
File created 10/28/2010 9:26:57 AM

Line			2006	2007	2008
1	**Gross domestic product**	**A191RD3**	**103.257**	**106.296**	**108.619**
2	**Personal consumption expenditures**	**DPCERD3**	**102.746**	**105.564**	**109.061**
3	Goods	DGDSRD3	101.508	102.946	106.263
4	Durable goods	DDURRD3	98.488	96.736	95.340
5	Nondurable goods	DNDGRD3	103.215	106.487	112.484
6	Services	DSERRD3	103.411	106.973	110.566
7	**Gross private domestic investment**	**A006RD3**	**104.339**	**106.183**	**107.122**
8	Fixed investment	A007RD3	104.418	106.256	107.052
9	Nonresidential	A008RD3	103.534	105.505	106.984
10	Structures	A009RD3	112.922	119.780	125.460
11	Equipment and software	A010RD3	100.194	100.326	100.083
12	Residential	A011RD3	106.081	107.613	106.361
13	Change in private inventories	ZZZZZZ3	.....	.....	.....
14	**Net exports of goods and services**	**ZZZZZZ3**	.....	.....	.....
15	Exports	A020RD3	103.447	106.903	111.875
16	Goods	A253RD3	103.328	106.796	111.970
17	Services	A646RD3	103.719	107.146	111.643
18	Imports	A021RD3	104.144	107.531	118.685
19	Goods	A255RD3	104.207	107.489	119.603
20	Services	A656RD3	103.806	107.750	113.921
21	**Government consumption expenditures and gross inve**	**A822RD3**	**104.842**	**109.863**	**115.008**
22	Federal	A823RD3	104.107	107.753	111.119
23	National defense	A824RD3	104.421	108.249	112.109
24	Nondefense	A825RD3	103.468	106.743	109.077
25	State and local	A829RD3	105.276	111.112	117.348
	Addendum:				
26	Gross national product	A001RD3	103.260	106.300	108.626

2009
109.615
109.258
103.634
93.782
109.262
112.233
104.848
105.260
105.700
122.187
99.620
102.737
.....
.....
105.877
104.403
109.171
105.987
104.908
110.711
114.644
110.895
111.342
109.984
116.892
109.609

Table 1.1.9. Implicit Price Deflators for Gross Domestic Product
[Index numbers, 2005=100]; Seasonally adjusted
Quarterly data from 1969 To 2010
Bureau of Economic Analysis
Data published October 29, 2010
File created 10/28/2010 9:27:00 AM

Line			2010 1	2010 2
1	**Gross domestic product**	**A191RD3**	109.952	110.488
2	**Personal consumption expenditures**	**DPCERD3**	**110.899**	**110.886**
3	Goods	DGDSRD3	105.777	104.805
4	Durable goods	DDURRD3	93.133	92.767
5	Nondurable goods	DNDGRD3	112.942	111.632
6	Services	DSERRD3	113.621	114.117
7	**Gross private domestic investment**	**A006RD3**	**102.929**	**102.807**
8	Fixed investment	A007RD3	103.637	103.463
9	Nonresidential	A008RD3	103.611	103.608
10	Structures	A009RD3	119.055	119.650
11	Equipment and software	A010RD3	97.961	97.770
12	Residential	A011RD3	102.874	102.035
13	Change in private inventories	ZZZZZZ3	.....	.....
14	**Net exports of goods and services**	**ZZZZZZ3**	.....	.....
15	Exports	A020RD3	108.745	110.033
16	Goods	A253RD3	107.531	108.930
17	Services	A646RD3	111.438	112.467
18	Imports	A021RD3	114.468	112.189
19	Goods	A255RD3	114.432	111.588
20	Services	A656RD3	114.362	114.824
21	**Government consumption expenditures and gross inve**	**A822RD3**	**116.358**	**116.607**
22	Federal	A823RD3	112.376	112.616
23	National defense	A824RD3	113.051	113.381
24	Nondefense	A825RD3	110.995	111.050
25	State and local	A829RD3	118.762	119.016
	Addendum:			
26	Gross national product	A001RD3	109.950	110.479

2010
3
[redacted]
111.163
105.056
92.246
112.319
114.409
102.710
103.515
103.702
120.427
97.657
101.912
.....
.....
110.153
109.063
112.556
109.892
108.970
114.164
116.734
112.719
113.494
111.135
119.160
.....